The Hong Kong Daily Press.

No. 8020 號十二零千八第 日一初月七年未癸緒光 HONGKONG, SATURDAY, SEPTEMBER 1st, 1883. 六拜禮 號一月九英滌西 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

August 31, TEUCER, British steamer, 1,324, Power, Foochow 29th August, General,—BUTTERFIELD & SWIRE.

August 31, SILVER EAGLE, British bark, 908, S. Richards, London 9th May, General.—WIELER & Co.

August 31, LEE YUEN, Chinese steamer, 734, P. Barfoot, Newchwang 19th August, General.—C. M. S. N. Co.

August 31, MORAY, British steamer, 1,437, W. S. Duncan, Calcutta 16th August, General.—JARDINE, MATHESON & Co.

August 31, GLENOGLE, British steamer, 2,000, Hogg, London 17th July, and Singapore 26th August, General.—JARDINE, MATHESON & Co.

August 31, LOONG WHA, British sch., 374, G. Graham, Whampoa 31st August, General.—ED. SCHELLHASS & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
AUGUST 31ST.

Teucer, British str., for Singapore.
Albyn's Isle, British bark, for Keelung.
Takachiho Maru, Jap. str., for Nagasaki.
Bangalore, British str., for Singapore.
Carl Ritter, German bark, for Chefoo.
Peking, British str., for Shanghai.

DEPARTURES.

August 31, IPHIGENIA, German steamer, for Saigon.

August 31, TEHERAN, British steamer, for Shanghai.

August 31, HANS, German bark, for Chefoo.

August 31, TAKACHIHO MARU, Japanese steamer, for Nagasaki.

August 31, PEKING, British steamer, for Shanghai.

August 31, BANGALORE, British steamer, for Singapore.

August 31, MENELAUS, British steamer, for Amoy.

August 31, STRATHMORE, British steamer, for Shanghai.

August 31, LEE-YUEN, Chinese steamer, for Canton.

PASSENGERS.

ARRIVED.

Per *Teucer*, str., from Foochow.—50 Chinese.

Per *Moray*, str., from Calcutta.—Mr. Paul Sorowsoronsky, and 424 Chinese.

Per *Glenogle*, str., from London, &c.—Messrs. Liddell and Groundwater, Miss Bartlett, and 50 Chinese.

REPORTS.

The British steamer *Glenogle* reports left London on the 17th July, and Singapore on the 26th ult., and had fine weather all the way.

The British steamer *Moray* reports left Calcutta on the 16th ult., and had fine weather until 19 N., afterwards squally with rain.

The Chinese steamer *Lee-yuen* reports from Newchwang to Chefoo had light variable winds and fine weather; thence to abreast of Shanghai had heavy S.E. gale with a nasty irregular sea. Hove to for 36 hours; rest of the passage had variable winds and squally weather with considerable head sea.

AMOY SHIPPING.

August— ARRIVALS.
24, Peter, German 3-m. sch., from Chefoo.
24, Fokien, British str., from Hongkong.
24, Hector, British str., from Hongkong.
25, Namoa, British str., from Foochow.
25, Volta, French corv., from Hongkong.
25, Wagrien, German sch., from Chefoo.

August— DEPARTURES.
24, Kwangtung, British str., for Foochow.
24, Hector, British str., for Shanghai.
25, Kung-pai, Chinese str., for Shanghai.
25, China, German str., for Tamsui.
25, Fokien, British str., for Tamsui.
25, Namoa, British str., for Swatow.
26, Chi-yuen, Chinese str., for Singapore.
27, Friedrich, Ger. 3-m. sch., for N'chwang.

FOOCHOW SHIPPING.

August— ARRIVALS.
17, Douglas, British str., from Hongkong.
17, Hae-shin, Chinese str., from Shanghai.
18, Store Nordiske, Danish str., from Amoy.
19, Benledi, British str., from Shanghai.
20, Jason, British str., from Shanghai.
21, Taku, British str., from Shanghai.
21, Tannadice, British str., from Hongkong.
22, Namoa, British str., from Hongkong.

August— DEPARTURES.
18, Kolga, British bark, for Tientsin.
19, Douglas, British str., for Hongkong.
19, Store Nordiske, Danish str., for a cruise.
21, Hae-shin, Chinese str., for Shanghai.
22, Jason, British str., for London.
23, Taiwan, British str., for Colonies.
28, Tannadice, British str., for Colonies.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

Sarpedon (s.)	Shanghai	July 23
Mirzapore (s.)	Shanghai	July 24
Glenaagles (s.)	Foochow	July 26

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Maria	Cardiff	Mar. 8
Brambletye	Penarth	April 19
Arcbos	Sunderland	April 25
Charles Bal	London	May 5
Silver Eagle	London	May 8
Gustav & Oscar	Penarth	June 1
Melbrek	Cardiff	June 7
Sachem	Cardiff	June 12
Comet	Penarth	June 23
Elizabeth	Penarth	July 1
H.M.S. Merlin	Plymouth	July 7
Jupiter	Cardiff	July 13
Glenogle (s.)	London	July 14
Cardiganshire (s.)	N'castle via London	July 17
Selembria (s.)	London	July 18
Okala	Hamburg	July 12
Laertes (s.)	London	July 22
H.I.G.M.S. Stein	Plymouth	July 24
Antenor (s.)	Liverpool	July 25

AUCTION SALES TO-DAY.

J. M. ARMSTRONG,
Sundry Goods.
At Noon.

W. BREWER has just received
WALNUT WOOD DESKS and WORK BOXES.
LADIES' WORK CASES and JEWEL CASES, in Plush with Nickel Mounts.
LADIES' and GENTLEMEN'S CARD CASES, MONEY CASES, POCKET BOOKS, &c.
PRETTY LADIES' WORK BAGS, PURSES, and HUSSIFS.
ELEGANT PHOTO ALBUMS, for large Promenade Photos.
CHEAP WALL BRACKETS, in Black and Gold.
LADIES' GARDEN TOOLS, Cheap TRAVELLING WRITING CASES, INK BOTTLES and PENS.
NEW TENNIS BATS.
LA MASCOTTE OPERA.
NEW STATIONERY and CORRESPONDENCE CARDS.
GAMES of every description.
27] W. BREWER, Queen's Road.

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.
Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.
Hongkong, 19th November, 1881. [992

INTIMATIONS.

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

Incorporated with Limited Liability under the Companies Acts 1862 to 1880, whereby the liability of Shareholders is limited to the amount of their Shares.

ABRIDGED PROSPECTUS.

SUBSCRIBED CAPITAL—£1,000,000 Sterling. Equivalent, at Exchange Five Shillings per Tael, or Taels 4,000,000 Shanghai Currency, In 5,000 Shares of £200, or Taels 800 each.

PAID-UP CAPITAL—£250,000 Sterling, or Taels 1,000,000. Equal to £50 or Taels 200 per Share.

HEAD OFFICE OF THE COMPANY, SHANGHAI.

DIRECTORS OF THE COMPANY:
F. H. BELL, Esq. (Messrs. Adamson, Bell & Co.)
DAVID BRAND, Esq. (Messrs. Brand, Bros. & Co.)
J. A. HAWES, Esq. (Messrs. Evans, Pugh & Co.)
H. R. HEARN, Esq. (Messrs. Alfred Dent & Co.)
E. H. LAVERS, Esq. (Messrs. Lavers & Co.)
A. C. WESTALL, Esq. (Messrs. Carter & Co.)
A. G. WOOD, Esq. (Messrs. Gibb, Livingston & Co.)
Secretary.—J. KENNARD DAVIS, Esq.

BRANCHES:
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.
AGENCIES:
At all the principal Eastern and Australian Ports.
BANKERS:
THE HONGKONG & SHANGHAI BANKING CORPORATION.

THE Company is formed for the purpose of purchasing or otherwise acquiring and undertaking the assets, property, and business of the Company or Co-partnership at present known as the "NORTH-CHINA INSURANCE COMPANY," and having its Head Office at Shanghai, China.

The annual net profits of the Company will be divided as follows:—

1.—In payment of Interest on the Paid-up Capital at the rate of 10 per cent per annum, to be a first charge on the profits until such time as the Reserve Fund has reached £62,500 (or Taels 250,000), after which the interest to be increased to 12 per cent.

2.—In payment of a Bonus to Shareholders in proportion to the net Premiums contributed by them respectively during each year.

3.—In the establishment and maintenance of a permanent Reserve Fund of £125,000 (or Taels 500,000,) to be formed by yearly appropriations as may be determined by the shareholders, after providing for the payment of interest as above, and a return to contributing shareholders of not less than 20 per cent on their net premiums.

The Reserve Fund will be invested separately from the general funds of the Company, and the interest accruing thereon will be distributed from time to time amongst the shareholders in proportion to the amount of Capital paid up on the Shares held by them.

A Revision of the Share List will take place at or towards the end of every three years, and for this purpose power will be given to the Directors by the Articles of Association to cancel, withdraw, or call in at these periods all or any of the shares held by shareholders who have not contributed Premiums, or whose contributions during the preceding three years shall in the opinion of the Directors have been insufficient, or whose holdings it may for other reasons be deemed advisable to terminate or reduce.

Shareholders retiring from the Company in pursuance of the above regulation will receive at least three months' notice of the intention of the Directors to cancel, withdraw, or call in all or any of their shares, and unless in the meantime they shall have sold the said share or shares to some person approved by the Directors and accepted as the transferee, they shall on the expiry of such notice, surrender their scrip certificates for cancellation, and will thereupon become entitled (so far as the financial position of the Company will admit) to a return of the capital paid up on the said share or shares, and to a proportionate share for the current year in the Reserve Fund, profits, dividends, and other benefits of and in the Company (if any) when the same shall become payable.

The "NORTH-CHINA INSURANCE COMPANY" will be wound up as from 31st December, 1883, and the "NORTH-CHINA INSURANCE COMPANY, LIMITED," will commence on 1st January, 1884. There will thus be no cessation of operations whatever, and the business will be taken over as that of a going concern.

A preferential allotment of shares in the Company will be offered to Shareholders in the "NORTH-CHINA INSURANCE COMPANY" registered as such on 31st December, 1883, in the proportion of five shares for each one held by them. Any shares not so allotted, together with such shares as are equivalent in the proportion of five to one to the Shares in the NORTH-CHINA INSURANCE COMPANY about to be called in on the Revision of the Shares List of that Company, which takes place this year in accordance with the Deed of Settlement thereof, will be available for allotment by the Directors of the "NORTH-CHINA INSURANCE COMPANY, LIMITED."

Applications for shares from firms or individuals desirous of obtaining an interest in the Company *whether shareholders in the* "NORTH-CHINA INSURANCE COMPANY" *or not*, should be in the form subjoined, and addressed to the Head Office direct or through the Branches and Agencies of the "NORTH-CHINA INSURANCE COMPANY," and will be received in Shanghai and London until 30th September, 1883.

Prospectuses and forms of application for Shares may be obtained at the Head Office, and at the Branches and Agencies of the Company.

Copies of the Agreement entered into between the "NORTH-CHINA INSURANCE COMPANY," and the "NORTH-CHINA INSURANCE COMPANY, LIMITED," also the Memorandum of Association and the Articles of Association, will be open for inspection at the Head Office of the Company.

Shanghai, 25th May, 1883.

FORM OF APPLICATION FOR SHARES.

To the Directors of the
NORTH-CHINA INSURANCE COMPANY, LIMITED.

Gentlemen,
...........hereby request that you will allot to...........shares in the above named Company, and...........hereby agree to accept the same or any smaller number that may be allotted to ....upon the terms of the Company's Prospectus, dated the 25th day of May, 1883, and subject to the Articles of Association of the Company, and to pay the first call of £50 or Taels 200 per share, and the balance of £150 or Taels 600 thereon, when required to do so, and ....authorise you to register...........as the holder...........of the said shares.

Name in full...........
Address in full...........
Description...........
Date...........
Signature...........

[1048

A FONG, PHOTOGRAPHER,
Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from this Studio or Messrs. KELLY & WALSH'S Store.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

The new PROMENADE PORTRAITS are now taken daily.

STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [62

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$5,000,000.	
INSTALMENT received on NEW SHARES	926,765.62.	
		$5,926,765.62.
RESERVED FUND	$2,500,000.	
INSTALMENTS of PREMIUM received on NEW SHARES	698,336.43.	
		$3,198,336.43.

COURT OF DIRECTORS:—
Chairman—WM. REINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.

H. L. Dalrymple, Esq.	A. McIver, Esq.
A. Gültzow, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. H. Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
8] Hongkong, 25th August, 1883.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL	£1,500,000.
RESERVE LIABILITY UNDER CHARTER	£1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON,
Manager.
Hongkong, 1st June, 1882. [9

NOTICES OF FIRMS.

NOTICE.

FROM this date Messrs. RUSSELL & Co will conduct our business at this port, and all communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this port for our line of Steamers.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [1449

NOTICE.

WE have this day transferred to Mr. A. W. BAIN our Agencies at Takow and Taiwanfoo, which will henceforth be conducted by him, on his own account.
J. C. ELLES & Co.
Amoy, 1st July, 1883. [1290

NOTICE.

WITH reference to the above, I have this day established myself at Takow and Taiwanfoo under the style of BAIN & Co.
A. W. BAIN.
Taiwanfoo, Formosa, 1st July, 1883. [1291

NOTICE.

I HAVE established myself at this Port and in Formosa under the style of J. C. ELLES & Co.
Mr. FRANCIS CASS is authorized to sign the Firm.
JAMES C. ELLES.
Amoy, 1st May, 1883. [961

NOTICE.

MR. ADOLPH REIS has been Appointed Liquidator of our Firm.
DIRCKS & Co.,
In Liquidation.
Swatow, 1st August, 1883. [1472

KELLY AND WALSH'S
LIST OF NEW BOOKS.

Sir Walter Raleigh in Ireland, by Sir John Pope Hennessy.
Life of Alexander II, Emperor of Russia.
Pen and Pencil Sketchings, Reminiscences during 18 Years' Residence in Bengal, by W. H. Florio Hutchisson.
Walks in the Regions of Science and Faith, by Bishop of Carlisle (Dr. Harvey Goodwin.)
Life of Handel, by W. S. Rockstro.
Scottish Characteristics, by Paxton Hood.
Gardiner's History of England, Vol. I.
George Sand, a Monograph, by Bertha Thomas.
North America, by Hayden & Selwyn (Stanford's Compendium of Geography and Travel.)
A History of London, by W. J. Loftie, 2 Vols.
Drury's Recreative French Grammar.
International Code of Signals—(1883 Edition.)
White's Naval Architecture.
Capt. Haye's Guide to Horse Training and Management.
Capt. Haye's Riding on the Flat and Across Country.
Needlework and Cutting Out, by Kate Stanley.
Froude's Life of Carlyle.
Harley's Diseases of the Liver.
Holtham's Eight Years in Japan.
Lanman's Leading Men of Japan.
Fielding, by Austin Dobson—(English Men of Letters.)
Scraps from My Sabretasche, by G. C. Stent.
Idiomatic Dialogues in the Peking Colloquial, by F. H. Balfour.
26] KELLY & WALSH—HONGKONG.

CHOICE PORCELAIN AND BRONZE CURIOSITIES.
ANCIENT AND MODERN
PIANOS, FURNITURE, PICTURES.
FOR SALE OR HIRE.
CASSUMBHOY,
Opposite City Hall. [550

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE, & Co.
Hongkong, 11th April, 1883. [1155

THE CHUNG NGOI SAN PO
(Chinese Daily Press).
PUBLISHED DAILY,
In the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bond fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.
Hongkong, 16th January, 1877.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 1st September, 1883, at Noon, on board the
S. S. "GLENELG,"
2 LIFE BOATS.
About 200 LIFE PRESERVERS.
About 20 WATER CASKS.
Sundry Emigrant Fittings and about 8,000 feet one inch LUMBER.
TERMS OF SALE—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 31st August, 1883. [1624

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 3rd September, 1883, at 2 P.M., at his Sales Rooms, Queen's Road,
An Assortment of JAPANESE WARE, &c.
Comprising:—
VASES, JARS, DISHES, BOWLS, INSENCE BURNERS, TEA and COFFEE SETS, EGGSHELL CUPS and SAUCERS, BRONZES, &c., &c.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 29th August, 1883. [1608

PUBLIC AUCTION.

THE Undersigned has received instructions from A. MEYER, Esq., Assistant Commissary General, to Sell by Public Auction, on
TUESDAY,
the 4th September, 1883, at 2 P.M., at his Residence, No. 12, Lower Seymour Terrace.
THE WHOLE OF THE
HOUSEHOLD FURNITURE, &c.,
Comprising:—
REP COVERED DRAWING ROOM SUITE, Black and Gold CENTRE TABLE, PIER GLASS, CARPETS, HEARTH RUGS, CHANDELIERS and LAMPS.
DINING TABLE, SIDEBOARD, WHAT-NOTS, CARD TABLE, DINNER, DESSERT, and TEA SETS, GLASS and PLATED WARE, and ARM CHAIRS.
DOUBLE IRON BEDSTEAD, VIENNA CHAIRS, WARDROBES, CHEST OF DRAWERS, CHEVAL GLASS, DAVENPORT, TOILET TABLE and GLASS, MARBLE TOP WASHSTAND and Service.
One SEWING MACHINE.
And
One COTTAGE PIANO, by A. BORD.
&c., &c., &c.
Catalogues will be issued and the whole to be on view on and after MONDAY, the 3rd September.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 29th August, 1883. [1609

PUBLIC AUCTION
OF
VALUABLE PROPERTY AT SWATOW.

TO BE SOLD BY PUBLIC AUCTION at SWATOW, on
WEDNESDAY,
the 12th day of September Next, at 4 P.M., unless previously disposed of by private contract, the following:—
VALUABLE PROPERTIES,
on the Kakchio Side of Swatow.

Lot No. 1.—Comprising all that PROPERTY known as "BELLA VISTA" and consisting of a large and Commodious BUNGALOW built of Concrete girded with Iron, with Tile Roof, 80 feet by 50 feet, all Wood Work about the Doors, Windows, Hall, and Dining Room floor of Teakwood. The Rooms being large and well ventilated, consisting of Hall Drawing Room, Dining Room, Pantry and Store Rooms and Four Bedrooms. The Cookhouse, Servants and Gig Boys Quarters being separated from the building. The Bungalow is situated in extensive Grounds consisting of Flower, Fruits, and Vegetable Gardens and full sized Lawn Tennis Ground, on the same Property is a large and commodious Godown 79 feet by 39 by 16 built of concrete with Tiled Roof. The Godown is well drained. The above Property has a measurement on the Eastern side, running North and South of 265 feet, and on the Western side 263 feet, and has a frontage on the river of 270 feet and on the South boundary 304 feet.

Lot 2 adjoins Lot 1 and consists of a Valuable Piece of PROPERTY lately reclaimed from the foreshore and has a frontage of 220 feet along the River with a total area of 32,698 feet reclaimed, on which are erected three extensive Coal Sheds capable of storing about 4,000 tons of Coal; and a piece of mud flat on the Western side with an area of between 15,000 and 16,000 feet which can be reclaimed from the sea at will. The Owner of the above has the right to reclaim to the deep water of the River.

For Inspection of Plans and further Particulars, apply to
MORRIS & RAY.
Hongkong, 15th August, 1883. [1538

TO BE SOLD.

AT MANILA by PUBLIC AUCTION, on the 20th September, 1883, the TIMBER CARGO ex late Russian Barque "CALIFORNIA" consisting of
About 1,465 SLEEPERS 5 metres 50 cm. by 20 by 13 centimetres.
About 9,539 SLEEPERS 2 metres 75 cm. by 20 by 18 centimetres.
About 1,107 Deals of MOLAVE, NARRA, &c.
About 276 Logs of CALANTAS.
About 14 Logs of MARRA.
About 27 Logs of BUTITINAN, APITON, MAYAPIS, MACASIN and GUIJO.
29th August, 1883. [1606

SUN SHING
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUN SHING. [1610

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [22

CUTLER, PALMER & Co.

1815.—The year of our Establishment in Europe.
1847.—The year of our Establishment in China.
Cutler, Palmer & Co.'s **** COGNAC, the very best and oldest shipped.
Cutler, Palmer & Co.'s ***, **, * COGNAC.
Cutler, Palmer & Co.'s INVALID'S PORT old and thoroughly good.
Cutler, Palmer & Co.'s SHERRY W.S. the best wine of its kind in China.
Cutler, Palmer & Co.'s Amoroso, Vino de Pasto, Vino Puro.
Cutler, Palmer & Co.'s CLARETS, Chateau Monton, Larose, St. Estephe, &c.
Cutler, Palmer & Co.'s Agents have for sale
The "Royal Charter" Champagne—selected for the Queen.
The "Carlton" Whiskey—two qualities, 11 and 5 years old, guaranteed.
All these are kept in stock in Hongkong, Shanghai, and Yokohama. Address for particulars: Messrs. Jardine, Matheson & Co., or Siemssen & Co., or Lane, Crawford & Co. at either place; and to Messrs. Bush Bros., Newchwang. [2061

TO BE LET.

ROOMS TO LET.
Apply to
SANDER & Co.
Hongkong, 28th August, 1883. [1601

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.
For Further Particulars, apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [1450

TO BE LET.

NO. 2, ROSE VILLAS (Furnished.)
No. 1, ELGIN TERRACE, Corner of Elgin and Shelley Streets.
Nos. 4 and 5, SEAVIEW, Elgin Street.
OFFICE, QUEEN'S ROAD CENTRAL.
GODOWNS.
Apply to
LINSTEAD & DAVIS.
Hongkong, 26th July, 1883. [1404

TO LET.

NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
"BISNEE VILLA," POKFOOLUM, Furnished.
No. 7, SEYMOUR TERRACE.
Nos. 8 and 10, HOLLYWOOD ROAD.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 28th June, 1883. [29

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1057

TO LET.

SPACIOUS GODOWN at BOWRINGTON, suitable for the Storage of Coal.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 9th March, 1883. [496

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [30

TO LET.
With Immediate Possession.

ONE ROOM with Bathroom attached.
Apply to
HESSE & Co.,
13, Praya Central.
Hongkong, 2nd August, 1883. [1456

INTIMATIONS.

THEATRE ROYAL,
CITY HALL.

THE LOFTUS TROUPE will return to Hongkong early in October, and give a Series of 12 Subscription Performances, selected from the following Repertoire:—

Iolanthe	Pink Dominoes
Patience	Trial by Jury.
H. M. S. Pinafore	Pirates of Penzance.
Madame Favart	Crimson Scarf.
La Mascotte	Grand Duchess (Burlesque)
The Contrabandist	Hobbies (Burlesque.)
Queen's Evidence (Comedy)	Round the Clock.
Phoenix; or Arisen from the Ashes	Uncle Tom's Cabin.
	Arrah na Pogue.
Fritz, Our Cousin German	Our Boys.
	Chilperic.

Subscription Performances will take place 3 times a week, and on these evenings no Piece will be repeated.

SUBSCRIPTION PRICES.—12 Nights, Dress Circle or Stalls, Single Ticket $20.00.
Box Plan now open at Messrs. KELLY & WALSH'S.
Hongkong, 10th August, 1883. [1519

NOTICE.

LESSEES of LOTS on the BRITISH SETTLEMENT of SHAMEEN, CANTON, are hereby requested to pay the amounts due on their several Lots as Annual Ground Rent into H. M. Consulate on or before the 4th September, 1883.

All Lots on which Ground Rent has not been paid on the 4th September next, will be liable to be re-entered upon by H. M. Government.
H. F. HANCE,
Acting Consul.
H. M. Consulate,
Canton, 27th August, 1883. [1615

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF THE CLUB will be held in the PAVILION on THURSDAY, the 6th September, at 5.30 P.M. Business to receive the Report and Accounts for last Season, to elect a Committee and Hon. Sec. for 1883-4; and to discuss some additions to the Rules and other business that may come before the meeting. Gentlemen desirous of becoming members will please send their names, together with those of their proposer and seconder to the Hon. Sec. H. K. C. C., addressed to the Club.
W. DE ST. CROIX,
Hon. Sec. 1882-3.
Hongkong, 29th August, 1883. [1607

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half-year ending 30th June last, at the rate of TWO POUNDS STERLING (£2) per SHARE of $125, and FIVE SHILLINGS (5/) per NEW SHARE of $31.25 paid up is payable on and after MONDAY, the 27th instant, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 25th August, 1883. [1593

PRYE RIVER DOCK COMPANY, LIMITED.

APPLICATIONS for the APPOINTMENT of SUPERINTENDING ENGINEER will be received up to Noon on SATURDAY, 15th September, 1883.
Letters to be addressed to
H. L. SMITH,
Secretary.
Penang, 20th August, 1883. [1621

MORTGAGE.

70,000 DOLLARS FOR LOAN on GOOD MORTGAGE SECURITY, in large or small sums.
Apply to
LINSTEAD & DAVIS.
Hongkong, 27th August, 1883. [1591

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended June 30th, 1883, on or before 15th September next, on which date the Accounts will be Closed.
By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 20th August, 1883. [1573

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"MORAY,"
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 31st August, 1883. [1628

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENOGLE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before ELEVEN A.M., TO-MORROW, the 1st September.

Cargo remaining undelivered after the 7th September will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 31st August, 1883. [1637

THE STEAMSHIP "ARRATOON APCAR,"
Captain A. B. MACTAVISH.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE above Steamer having arrived Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding her discharge or remaining on board after the 6th September, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that any Claims must be made immediately, as none will be entertained after the 8th September.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 31st August, 1883. [1626

NOTICE TO CONSIGNEES.

STEAMSHIP "TAKACHIHO-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 28th August, 1883, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.
H. J. H. TRIPP,
Agent,
Mitsu Bishi Mail Steamship Co.
Hongkong, 28th August, 1883.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. "MENELAUS." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 3rd Sept., for shipment per steamer "LAERTES."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th August, 1883. [1582

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "MENELAUS" are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th August, 1883.

Goods undelivered after the 3rd September, 1883, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th August, 1883. [1582

FROM GLASGOW AND SINGAPORE.

THE Steamship
"STRATHMORE,"
White, Commander, having arrived from the above ports, Consignees of cargo are hereby informed that all goods with exception of Opium, are being landed at their risk, into godown B of the Undersigned, Marine Lot No. 12, whence and from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on unless notice to the contrary be given before FOUR P.M., TO-DAY.

No claims will be admitted after the goods have left the godowns, and all goods remaining after the 3rd proximo, will be subject to rent.

No fire insurance has been effected.

Bills of lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 27th August, 1883. [1600

INTIMATIONS.

FOR SYDNEY AND MELBOURNE,
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)

THE Steamship
"WOOSUNG,"
Captain Hunt, will be despatched on or about the 20th instant.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st September, 1883. [1638

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE.

THE LIST OF APPLICATIONS for SHARES in the above Company will be CLOSED on SATURDAY, 1st September, at Noon.
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 30th August, 1883. [1614

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are notified that on presentation of their Share Certificates at the Head Office of this Company New Scrip will be issued in exchange, in accordance with the recent Resolution sub-dividing each old share into four new ones.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd May, 1883. [880

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th August, 1883. [1549

INTIMATIONS.

PEAK CHURCH.

ON SUNDAY Next, September 2nd, and until further notice, Divine Service will be held at the above Church at FIVE O'CLOCK P.M., instead of 5.30 as hitherto.
J. S. BURDON,
Bishop.
Hongkong, 1st September, 1883. [1631

NOTICE.

HAVING taken Mr. JAMES LYON EDWARDS into Partnership with me, from this date my business will be conducted under the style of VAUCHER & EDWARDS.
A. E. VAUCHER.
Hongkong, 1st September, 1883. [1630

NOTICE.

WE Have this day admitted Mr. DE WESTLEY LAYTON as a Partner in our Firm.
BAIN & Co.
Taiwanfoo, 1st September, 1883. [1636

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1883. [1632

TENDERS will be received by the Undersigned up to 4 P.M., of 14th September, for the Performance of such minor Works and Repairs, and supply of such Building Materials as may be ordered, for Admiralty Lands and Buildings at Hongkong and Kowloon between 15th September, 1883, and 31st March, 1883. The Contract to be based on the Royal Engineer Schedule of Prices.

Further information can be obtained from the Officer Superintending Admiralty Works, Naval Yard.

The right to reject the lowest or any Tender is reserved.
WILLIAM HYNES,
Acting Storekeeper.
H. M.'s Naval Yard,
1st September, 1883. [1633

NOW READY.

"CANTONESE MADE EASY: a Book of simple sentences in the Cantonese Dialect with free and literal translations, and directions for the rendering of English Grammatical forms in Chinese and vice versâ."—By J. DYER BALL.

Price $2.00.
Interleaved Copies $2.50.

Also, by the same AUTHOR,
"Easy Sentences in the Hakka Dialect with a Vocabulary." Price $1.

The above works on Sale at Messrs. KELLY & WALSH'S, W. BREWER'S and LANE CRAWFORD & Co.'s.
Hongkong, 1st September, 1883. [1634

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY, OF NEW ZEALAND.

CAPITAL £1,000,000
(ONE MILLION STERLING.)

UNLIMITED LIABILITY OF SHAREHOLDERS.

THE Undersigned, having been Appointed Agents for the above Company, are Prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual discounts.
RUSSELL & Co.,
Agents.
Hongkong, 1st September, 1882. [1635

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"TEUCER,"
Captain Power, will be despatched as above TO-DAY, the 1st September, at NOON.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st August, 1883. [1493

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer
"KONG BENG,"
Captain R. Jones, will be despatched for the above Ports TO-MORROW, the 2nd September, at TEN A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 31st August, 1883. [1627

POSTPONEMENT OF DEPARTURE.

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.
(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"KASHGAR"
will leave for the above places at TEN A.M. TO-MORROW, the 2nd September, instead of as previously advertised.
E. L. WOODIN,
Acting Superintendent.
Hongkong, 1st September, 1883.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and PORTS on the YANGTSZE.)

THE Company's Steamship
"POSANG,"
Captain Irvine, will be despatched as above on MONDAY, the 3rd September, at FOUR P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 31st August, 1883. [1629

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship
"LAERTES,"
Captain Scale, will be despatched on or about the 7th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st September, 1883. [1639

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"HECTOR,"
Captain Billinge, will be despatched on or about the 8th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st September, 1883. [1553

LANE, CRAWFORD & Co., have received the following new Goods.

WASHING SCARFS and TIES.
SILK HOSIERY, Newest Patterns.
GENTLEMEN'S SHIRTS, for Summer.
LAWN TENNIS SHIRTS and HATS.
FANIEN'S FRENCH BOOTS & SHOES.
CHRISTY'S FELT HATS, New Shapes.
THE "CLIMAX" UMBRELLA, (guaranteed to wear well.)
THE "ACME" RAIN COAT, (Ventilated and thoroughly Waterproof.)
TRAVELLING TRUNKS.
AIR-TIGHT UNIFORM CASES.
PRICKLY HEAT SOAP.
ASRANTEE HAMMOCKS.
PERFUMERY, from the best London Makers.

LANE, CRAWFORD & Co.
Hongkong, 18th August, 1883. [632

BEWARE OF IMITATIONS.
LEA AND PERRINS' SAUCE
The Original and Genuine.
WORCESTERSHIRE SAUCE bears the autograph signature of Lea and Perrins on a red label. Sold wholesale by the Proprietors, Worcester; and Crosse & Blackwell, London.
LEA AND PERRINS' SAUCE
Of Grocers and Oilmen throughout the world.
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NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS.
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, SEPTEMBER 1ST, 1883.

THE letter of Mr. HUGH MCCALLUM, the Secretary of the Sanitary Board, published in Thursday's issue, must be looked upon as satisfactory in so far as it indicates a willingness on the part of the Chinese to get rid of the accumulations of filth in their houses when they can do so without too much trouble. Leave having been given to the people for eight days to deposit their rubbish in the street for removal by the dust carts, no less an amount than 2,400 tons of rubbish were thrown out above what is stated to be the normal quantity, which, at 100 tons a day, would have amounted to 800 tons. It is hardly to be supposed that the Chinese are fond of filth for its own sake, but it is evident they are not so averse to it that they will take any extraordinary trouble to get rid of it. When, however, they are allowed to throw it out into the street, to be removed by the Government, they readily avail themselves of the permission and clear out accumulations to the extent of 2,500 tons. The statement of this fact naturally suggests the remark that the houses must have been in a fearful state before the removal. Mr. MCCALLUM explains that the sanitary officers cannot be blamed for the state of things which existed, as a nuisance inspector can only deal with what comes under his observation while in the street. Under the new Cleanliness Ordinance, however, the Sanitary Board have power to order an inspection of houses reasonably supposed to be in an insanitary condition, and no doubt information justifying such action will be obtainable in cases of exceptional filthiness. It should be borne in mind that the vast amount of dirt recently cleared was the accumulation of years, during which the people had no ready means of getting rid of it, but it may reasonably be expected that under the new sanitary regulations no such accumulation will ever again be made. When the people have the opportunity of getting rid of all their house refuse daily by means of the dust carts there can be no excuse for the accumulation of garbage and rubbish in their houses, and it may reasonably be hoped that as they grow more accustomed to it they will become more enamoured of cleanliness and take a gradually increasing interest in sanitary matters. The dust carts are certainly not ornamental, and the squeaking of their wheels is complained of as a nuisance, but they are undoubtedly a most useful institution and as supplying a ready means of disposing of rubbish that would otherwise be allowed to accumulate they cannot fail to remove or reduce a considerable danger to the health of the Colony. While the Chinese have such a limited supply of water it can hardly be expected that they will keep their houses so clean as is desirable, but in a few years, when the Taitam works are completed, they will have an abundant supply for cleansing as well as potable purposes. With this, and the projected improvement of our drainage system, the Hongkong of the future ought to present a great contrast in point of cleanliness to the Hongkong of the past.

THE Society for the Suppression of the Opium Trade cannot be accused of inactivity. It could scarcely carry on its agitation more vigorously if its object were to abolish some nefarious and infamous practice instead of being the gratification of a fad and a sentiment on the part of a few persons wanting a vocation in life. The Society has an indefatigable Secretary (doubtless well paid), and any light from the Far East is sure to be snapped up and, if found in harmony with the views of the Society, an opportunity for delivering his opinions in public is found for him, and arrangements for a full report of the proceedings to appear in some journal that can spare the space are duly made. Mr. TONG KING-SING, the respected manager of the China Merchants' Steam Navigation Company, has been caught by the Society's agents, and induced to give expression to his views on the opium trade. Like most Chinese employers of labour, Mr. TONG KING-SING is opposed to opium-smoking, and, like his great patron LI HUNG-CHANG, he objects to see bullion going out of China to pay for the luxury. The whole gist of Mr. TONG KING-SING's speech was that opium is injurious and that the British Government have forced the drug upon China. We think that he exaggerated the ill effects of opium, which certainly cannot be compared to those produced by drink. What Mr. TONG KING-SING could not do, however, was to show that the Chinese Government had done anything worth mention to put down the cultivation of the poppy in China. He mentioned the efforts of TSO TSUNG-TANG, when Governor-General of Kansuh and Shensi, but this was an isolated instance, and the poppy is doubtless as largely cultivated as ever in those provinces since Tso's translation to Nanking. The drug is now produced in more than half of the eighteen provinces, as well as in Manchuria and some parts of Mongolia, and the Chinese Government absolutely do nothing to check it. As a matter of fact, we believe that, if the Indian export ceased to-morrow, in twelve months' time its withdrawal would scarcely be missed, as the supply would be promptly made up in China. Sir JOSEPH PEASE put a rather pertinent question to Mr. TONG KING-SING, when he asked whether, if the Indian Government put down the opium traffic, the Chinese Government would do anything on their side to put a stop to the production of the drug in China. Mr. TONG KING-SING replied that if the British Government did anything the Chinese Government would be bound to follow suit. But he evidently doubts whether they could, however *bonâ fide* their intentions, carry out their obligations, for he was careful to add that, if the Chinese Government failed to stop the growth of the poppy, he did not "think it was any excuse for the British Government continuing it." This, of course, is a matter of opinion. It may be argued, with just as much reason, that we had no right to compel China to enter into commercial intercourse with us. We did so, however, and vastly she has profited by the compulsion. We have bought tea, silk, and other produce to an immense amount annually, and should not be able to balance accounts with China did she not consume a quantity of Indian opium. Mr. TONG KING-SING, like most Chinese officials, would fain see foreign countries merely customers for Chinese produce, which should only be supplied at the prices of holders; and in return China would import only just such goods or productions as she could not possibly make or grow. This is the spirit which guides and rules Chinese commercial policy. It is conceived on an utterly false basis, however, for trade to be really prosperous should be as nearly reciprocal as possible. The Chinese Government or people would gain little, we imagine, if on the withdrawal of the supply of Indian opium, the poppy growers of India threw all their energies and capital into the scientific cultivation of tea, and in a few years secured—as we believe they would do—a virtual monopoly of the British and Australian markets. Nor should the Chinese mandarins who are anxious to see the opium supply all raised on their own soil forget that the realization of their desire would necessitate the import of large supplies of rice, the principal article of diet in South China. It requires small discrimination to decide whether it is wiser to be dependent upon other countries for a staple article of food or for a mere luxury, the import of which can always be regulated by the state of the consumer's finances.

We hear that Colonel Parnall, C.B., of the Buffs, leaves here on the P. & O. steamer *Kashgar* for Japan to-morrow for a two months' trip.

As will be noted, on reference to the advertisement on our front page, Divine Service will be held at the Peak Church at five o'clock in the afternoon until further notice.

The Spanish steamer *Churruca* and the British schooner *Formosa* were undocked at Kowloon yesterday, and the British steamer *Glenelg* will leave the Cosmopolitan dock to-day.

The Agents (Messrs. Butterfield & Swire) inform us that the O. S. S. Co.'s steamer *Laertes*, from London, left Singapore for this port and Shanghai yesterday afternoon.

Admiral Meyer has received a telegram from His Excellency M. Thomson, Governor of Cochin-China, announcing the conclusion of a treaty with the new King of Annam on terms satisfactory to France.

We have to acknowledge receipt, by courtesy of Sir W. H. Medhurst, the British North Borneo Company's representative here, of a copy of the report by Governor Treacher on the territory from 1st July to 31st December, 1882.

The *Civil and Military Gazette* publishes news from its Cabul correspondent, who has interviewed a Russian merchant residing there, who is regarded as a Russian Agent, he possesses credentials, is being well-treated by the Government and expresses the intention to travel to Peshawur, states that Russia for the last four years has contemplated the invasion of India, considers the move will be made within the next two years. Meanwhile numerous spies are out, noting the best route.

Considerable inconvenience and annoyance was caused to householders yesterday morning by a strike of the night soil coolies. On inquiry we find that on the previous day (Thursday) some mischievous person had circulated a rumour among the coolies employed by householders that they were to be charged $5 a quarter for a licence to carry on their work. It also happened that a number of these men had been fined by the magistrate in the morning for not being provided with proper utensils. On Thursday night they decided to strike, and we believe none of them did any work yesterday morning. Although the arrangement between these coolies and householders is of a purely private nature, the Government only requiring that they should do their work in as unoffensive manner as possible, yet the Sanitary Inspector, considering the matter a serious one, had the coolies collected together and informed them that the rumour they had heard was absolutely false, and that the only thing the Government required of them was that they should be provided with proper utensils for their work. It was also pointed out to them that their conduct laid them open to heavy punishment for refusing to do the work they had undertaken without giving notice to their employers. The coolies have, we hear, intimated their intention to resume work in the ordinary way this morning. The circumstances of the strike are, however, instructive, and should suggest the consideration whether some step ought not to be taken to prevent any repetition of such an occurrence, as if persevered in even for a few days, it would have most serious results.

Messrs. Kellar and Cunard gave their farewell performance at the City Hall on Thursday evening to a very good house. The entertainment was under the patronage of Colonel Parnell, and officers of the Buffs, Major-General Sargent and party being also amongst those present. The gallery was filled by the men of the regiment, and the stalls and pit were nearly full. Mr. Kellar's tricks, and the achievements of the automata were received with the applause they well deserved, whilst the concluding item, an *exposé* of the far-famed cabinet tricks showed the audience how thousands of gullible people have been duped into believing that invisible spirits came to help them to earn a living by conjuring tricks. Still it is pretty evident that but few, even with much practice, would be able to do the tricks with anything approaching the neatness and extreme rapidity of Mr. Kellar.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH CO.'S LINE.]

LONDON, 30th August.

THE SUCCESSOR OF THE COMTE DE CHAMBORD.

A circular signed by Louis Philippe, Comte de Paris, notifies European Sovereigns of the death of the Comte de Chambord.

CHIT-CHAT.

The concert of the other evening was just a little disappointing. The absence of the many and presence of the few—though it was by no means a bad house, and many more seats were taken than occupied, the doubtful weather keeping back several who had purposed going—seemed at first to cast a slight damper on performers and audience alike. The pieces chosen seemed also to be scarcely the best selection that might have been made. The opening pianoforte duet fell rather tame, the piece being nothing very wonderful though well executed. In Mr. Whittall the "Choral Society" have a valuable addition, and he sang "To Anthea" as Anthea would doubtless have had him sing. Herr Von Wille is unquestionably the best amateur maestro of the violin we have ever had here, and it was delightful to listen to all he played last Monday, though the pieces selected were just a shade too long to sustain undivided attention. Mrs. Bernard was so ambitious in her selections of "Stella Confidente" and "Home, Sweet Home" (as the *encore*) that only her great progress in the art, since first a Hongkong audience had the pleasure of hearing her, could have justified the selection. The "Stella" took one back to the days when it was Mrs. Robinson's favourite song, but I do not recollect that the violin was ever called in to assist the accompaniment with the pleasing effect of last Monday night. "Home, Sweet Home" was so touching in its special application that many a heart throbbed in unison with the fair singer's. Whilst some inwardly wept, others applauded to the echo, and nothing could have exceeded the vigour with which some young gentlemen, "with hands and with feet applauded that chanting." It was something wonderful to behold—and on a hot night too!

The "surprise" of the evening was in Mr. Dear. I had heard a good deal about his tenor voice but I was scarcely prepared for the extreme purity of it as evidenced in "There is a flower that bloometh," and if Mr. Dear can only act half as well as he sings, the "Choral Society" have on hand *the* tenor for any piece they may decide to favour us with. Our old favourite Mr. Steil made the welkin ring with his deep notes, and I would that I had such a voice to thus electrify an auditory. As to the audience of the other evening, whatever it may have lacked in numbers it more than made up for in applause, and there was no denying the *encores* it demanded. The applause that greeted Mrs. Fraser-Smith's two pretty songs reminded me forcibly of that which was bestowed on her "but a clean and tidy widdy well be-known for miles around" of 'Sorcerer' days. Miss Grimble is getting along swimmingly towards a state of vocal excellence: "speed on, my bark, speed on." Italian accompanyists are unequalled in the "out in a gondola with a guitar la la" style, and our worthy Signor was well to the front in all ways the other evening except in "Home, sweet Home," which proved to him, as it has proved to many a distinguished Signor before him, of far too great simplicity for the Italian school. I find I have not alluded to our attractive vocalist Mr. Hirst, but that is perhaps because his rendering of "Oh Lord; have Mercy" was detracted from, in my humble opinion, by his tendency to Germanize "mercy" and to slightly enunciate all his words with the same accent.

The *Kashgar* takes away from us to-morrow Mr. and Mrs. Meyer, who joined our social circles some three years ago. To Mrs. Meyer the Hongkong Choral Society was largely indebted in the musical season of 1881-82 for the part which she took in the "Pirates of Penzance," when she impersonated *Mabel*, and by her singing and careful acting of the heroine's *rôle* ensured success to the piece. She did not assist in the "Ancient Mariner" last season, which was a loss to the Society and to those who go to hear its efforts. Mr. Meyer's genial disposition is too well known to need comment, and both will be missed in the coming winter. I heartily wish them *bon voyage*.

Messrs. Kellar and Cunard have, I fear, not found our playgoing public quite so generous in its patronage as their performances have really merited. The fact is we are a little satiated with conjuring tricks and the mysterious cabinet, and even the promise to expose the *modus operandi* of the latter failed to prove of sufficient interest to tempt the many. The trick, indeed, had already been exposed here—by Kellar himself, if my memory serves me rightly—and people were willing to accept the fact that it was a trick and evince no very special interest in the manner of its working. Such really clever conjurors deserved a more liberal patronage, and their automata were wonders to behold. Now, how *they* are worked is really beyond the ken or surmise of the more learned in the dark art—assuming always that the agency is *not* electricity, as it has been most positively declared is not the case. Haselmeyer's drum and Kellar and Cunard's cornopian player are mysteries no ordinary fellow can attempt to understand, and, had Mr. Kellar announced that he would have explained the working of his three automata (and the papers have promised to suppress the explanation) I think the whole town would have flocked to the City Hall to learn what is now but "something very wonderful" to the average intelligence.

Talking of public performances reminds me of the admirable suggestion I recently read as to what pieces will be and will not be acceptable to the general community, by the Loftus Troupe on their return to this in October. I had fully intended to write a similar comment on the repertoire, when first published, but other matters caused me to postpone the remarks, beyond what I wrote as to repetition of "Patience" and the undoubted success—in point of full house—that would attend the production of "Iolanthe," as the last of Gilbert and Sullivan's creations. But now as to the other pieces of their repertoire; of these "La Mascotte" and "Madame Favart" are sure to draw (though how they are to do them successfully with their limited troupe I do not easily follow). "Trial by Jury," "The Pirates of Penzance," and "H.M.S. Pinafore" have been given here already far too delightfully by the Choral Society for any tiny troupe of professionals to hope to command much success in the absence of both chorus and the other attractions of an amateur performance. The "Crimson Scarf" and "Fritz" are new to us and will as such be sure to draw a fair audience, but "Our Boys" and "Pink Dominoes" having already been given here more than once by travelling companies, and not being pieces much to the taste of this community, are not calculated to draw other than moderate bachelor audiences. From "Uncle Tom's Cabin" may the Fates deliver us. More sickening sentiment and maudlin twaddle I never listened to, and one wishes the heroine and all her family—sisters, cousins, aunts, admirers, &c., &c., may go hang before we are asked to follow her to the "better end," or that we have to sit it out to the finale. As to the other pieces the public must judge by their own tastes how far they are likely to suit their "hobbies," but, after all, there should be a good baker's dozen of pieces to which the public will gladly subscribe. The point is for the public to have a voice in the matter. How is this best to be done? The fact is, nothing has and nothing ever will, answer here like Amateur dramatic or choral performances, (the latter of the light operetta description) and it is not surprising. The public know each and all of the performers and take a kindly interest (seldom otherwise) in their efforts to amuse or do their best, and, as a rule, that "best" is uncommonly good. At one time both Hongkong and Shanghai had the strongest of Dramatic Corps,—far stronger than most of the provincial towns of England—and if our own Corps is not now so strong as it used to be, I cannot help thinking there is more "latent talent" to be found amongst the newer comers than is generally supposed. The thing is to get it to come forward, and this can only be brought about by some properly organized method, undertaken by the Dramatic Society—if such a Society still exists, as I believe it is supposed to do, unless the non-collecting of annual subscriptions signifies to the contrary.

Not much has been heard lately of the Ladies' Recreation Club, but it would seem they have been quietly working, for on inquiring recently as to the object of certain levelling I noticed going on at the commencement of the Peak-road, on the grass farm, I was told that it was for the ladies' tennis courts. I hope to see some good play there when the cold season sets in. If gentlemen are to be altogether excluded, they can still, I trust, enjoy the privilege of being spectators of these tournaments.

After all the Governor could not fulfil his original intention of proceeding to Shanghai in the mail steamer; he could not get away in time. I hear that His Excellency will leave here in the *Posang* with the Hon. F. B. Johnson on Monday. It is most probable Sir George Bowen will go on to Peking with Sir Harry Parkes, as it will doubtless be necessary for the Minister to have the archives of the Legation to fall back upon before he can properly discuss the Blockade question.

When will the Chinese Authorities learn wisdom? Or rather, I should perhaps put the query this way: when will they cease to take unwarrantable liberties? That landing of an armed party a few days ago, and carrying off two men in broad daylight out of Queen's-road, I consider, (supposing of course the facts to have been as stated,) to be one of the most impudent outrages to which this colony has ever been subjected, and the list is not a short one. It does not yet transpire what the Colonial Authorities have done in the matter, but I do hope that Sir George Bowen will take up the case with a high hand, and demand the full redress to which the colony and the men are entitled. Whether H. E. will succeed in arriving at a satisfactory solution of the blockade question, where so many have hitherto failed, I take leave to doubt. It is one beset with so many difficulties, in which the Chinese certainly have certain rights, and we have to do with such a subtle, scheming, faithless people, that any basis of settlement must at best be a treacherous one. There are, however, certain glaring monstrosities of international conduct on the part of the Chinese going on, which I do hope will at once be put a stop to. It cannot be right that they should have their clutch upon the windpipe of the colony, so to speak, or place official agents in our very streets, to aid them in the collection even of legitimate revenue—"unauthorised squeezes," I fancy, would more truly represent the exactions in question.

I notice, my dear Tattler, that you consider writing more a question of habit than anything else. I am glad you think so. May the habit grow on you.

"Lombard-street" (as the new street is, I believe, to be termed) seems at last to be in a fair way of completion, just one year or so behind time. What those who have resided there during all the building that has been going on must have suffered in the way of fearful noise must be one of those admissions to be published after the lifetime of the sufferers. The unfortunate individuals sitting, for instance, in their offices busy with banking calculations or the ordinary work of an outward mail, must have been tempted to use the biggest of all big Ds. as the Babel of operatives' voices rose to brawling pitch, while the monotonous chip, chip, chip of the stonemason went on ceaselessly through the weary hours! The listening "to the music" that the merry hammer makes must have been something unendurable, and if ever the reward of merit is to be bestowed for "Patience" there must be some patients in Lombard-street who above all are worthy of the decoration. Their tribulations, however, promise to be at an end before long (somewhere within the next six months) and in the meantime "courage *mes amis*." As you have suffered so may your reward be—in dollars!

I hope that the case of Constable Dick, who made up a cock and bull story as to his having been assaulted and robbed on the Pok-foo-lum Road, will be carefully gone into, and that he may receive condign punishment, should the charge of having falsely accused a Chinese rickshaw coolie, be established against him. The few routes outside of Victoria at our disposal for business or recreation are much too valuable to us to have our confidence in their perfect security gratuitously shaken by the mad freak of any mischievous or inebriated person. I am at a loss, however, to understand how P.C. Dick came to be sent to hospital, if he was not assaulted as he alleged, and Sergeant Forbes, I observe, in his evidence, declares that he examined the constable's head and could find no bruises. Altogether it is a case involved in mystery, and which calls, as I have said, for the strictest investigation. Somebody, too, is responsible for having retained a constable on duty, who, as the evidence shews, had lately been drinking, and was actually on that very day the worse for the indulgence.

That the man who was charged by P. C. Dick was entitled to some compensation for having been kept in gaol for four days before he was discharged by the Magistrate there can be no doubt, but I think that in giving him a donation from the poor box by way of compensation Mr. Wodehouse, with the best intentions of course, perverted the funds from their proper use. The funds for the poor box are contributed for the specific purpose of relieving the distressed, and a jinricksha coolie able and willing to work can hardly be considered a distressed person, even although he may have been the victim of some injustice. The man in question had a civil remedy open to him; he could have brought an action in the Summary Court for false imprisonment, and had he made good his claim he would no doubt have been awarded substantial damages. If this case is to be taken as a precedent every accused person discharged by the magistrates will be entitled to receive a donation from the poor box as compensation for their loss of time and the inconvenience to which they may have been put. In that case there would be little left for the relief of the necessitous.

There is no doubt now about the dollars being forthcoming for the "Kennedy Statue" or "Macao Cemetery Appeal." Both have made rapid strides during the past week and it cannot be very long before all that is required, in both cases, will be forthcoming. I am truly glad. Both objects are to do honour to the departed.

It may not be generally known that the Peak Church boasts a choir—and a very good one, too, considering the small population.

I am glad to notice that preparations are in progress for the immediate erection of a new wharf at Tsim Tsa Tsui. It will, I see, by the bamboo scaffolding for sinking the piles, be very much longer than the present shaky and inadequate little structure, and will be T-shaped. The next thing to be done will be to widen the road skirting the little bay, and then the comfort of visitors to and residents in the little settlement will be greatly increased.

But when, I should like to know, shall we have a new pier at Pedder's? The existing wharf is no credit to the colony, and it is not sufficient for the traffic. At low water the steam ferry launches have often great difficulty in getting alongside, and the vessels sustain many a bump on the timbers of the old wharf.

I was much concerned to see the announcement of Mr. E. A. Reynolds's death in a late Shanghai paper. He had been quite the representative man of a certain class in Shanghai for years, and was very proud (and most deservedly so) of the distinction of having been the first to introduce the telegraph line into China. The story is told in Shanghai, and I believe with truth, that, when introduced to the Duke of Edinburgh as the projector of the Pootung telegraph, Mr. Reynolds bowed very low, and said, "I trust that your Highness's august Mother was quite well when you last saw her." Fortune did not smile upon his exertions, poor man, but he lived through evil and through good report to earn the respect of everybody—as was shewn by the goodly following at his funeral. It is sad to hear of so old a resident passing away, after having spent a lifetime in the country, without having picked up any of its prizes. May he rest in peace!

Every now and again some incident crops up which revives in my mind the often-made inquiry upon what principle European nations treat China diplomatically upon an equality. Now here is the case of the Foochow executioner, an octogenarian, who was "subjected to the cruel death of having his body pierced with an iron rod—and died in the most excruciating agony." In spite of rottenness of Government, unreliability in diplomacy, insult to the Queen's son, most benighted ignorance, insufferable arrogance, and blood-curdling cruelty, China is accepted by western nations as an equal. This little burst brings me back to where I started from—"upon what principle?"

The writer in *Nature* on Chinese poisons is, I think, mistaken in supposing that one of the Chinese modes of committing suicide is to swallow gold. Any one might swallow, say, a couple of half sovereigns, without sustaining the slightest injury, beyond perhaps a little inconvenience. The truth is that gold *leaf* is the article used, but why that should prove more injurious than solid gold, I am not physiologist enough to tell. I can imagine, however, that in its delicate gossamer condition, the leaf might choke the lungs, or otherwise obstruct the alimentary canal, so as to cause inflammation and death. Gold leaf, moreover, in China is largely made up of brass alloy, and this certainly would partake of the nature of a poison. Suicide by swallowing gold leaf is considered a first class mode of quitting the world, and has been resorted to by high officials when disappointed or in disgrace at court. The "Chinese Repository," I think it is, states that the High Imperial Commissioner, Yu Keen, who had given out in the war of 1840-41 that he would eat the foreign barbarians' flesh and sleep upon their skins, was so humiliated when our forces carried the citadel of Chinkiang (Ningpo) where he then had his headquarters, after the briefest of struggles, that he incontinently made his obeisance northwards towards the court, and swallowed gold leaf.

I am assured that there is among the Chinese of Hongkong and Canton profound incredulity respecting the report telegraphed by Reuter that Annam had submitted to France. It is believed by the Chinese that Annam will yet be supported by China if she resists. Europeans generally are of a contrary opinion. *Nous verrons.*

A more extended trip than either of the three referred to last week—in fact a trip of a totally different description—is that to Japan. It is the two months' holiday that everyone who can should take, once every three years at least, where the homeward bound individual should tarry for a month, to do the "lions" of that charming country. To take this trip in one of the fine steamers of the San Francisco line, say, for instance, such as the *Coptic* leaving to-day for Yokohama direct, or else in one of the P. & O. or "Mitsu Bishi" steamers such as the *Kashgar* to-morrow or the unpronounceable Maru yesterday, *viâ* Nagasaki, Kobe, and the Inland Sea, is to have in prospect one of the most delightful possible holidays. Japan is the one country about which there appears to be scarcely two opinions—all agreeing that it *is* "the land of the Rising Sun," the land of lovely landscapes, in miniature, and inhabited by a people whose customs, as *Punch* had it some time ago, let us by all means imitate. Very little prudery or mock modesty is to be found amongst the dwellers in Nippon, and their customs being innocent, surely it is but an ignorance of Western ideas concerning which it would be folly to make them wise. It is but a few years since I was last in Japan and it was my great good fortune to do the country thoroughly with a very charming young married couple—English—that I found staying for a few days at the Tea house of Miyanoshita. At first I thought this combination of marching forces might be attended with inconvenience to me, and that we might come across a little too much in *puris naturalibus* to make a lady companion altogether desirable. I was soon delightfully undeceived, for nothing could exceed the capital spirit in which the peculiarities of Ashinoyu and Hakone were accepted. Her "*good gracious*" runs in my ears as I write, and the incident calling it forth will *never* be effaced from memory. To all visiting Japan, my advice is, "take things as they come" (do not *seek* them) and accept the position forced on you, however antagonistic to Western manners and customs, and to civilised nations' ideas of propriety and modesty (the last is a flower that does not seem to have taken great root in the country, as we usually recognise the meaning of the word). Visit everything and everywhere in the beaten route of the European traveller; rest at Tea houses (beware of the fleas); eater as far as is necessary into the household manners and customs; be jolly and merry the whole time with one of the lightest hearted nations on the face of the earth; never imagine offence when no notion of giving it has ever entered into the heads of the people, and if everything is not *quite* as one might wish, take it in good part as best you can. On the beauties of Japan I have not time to dilate. Those visiting the country will find plenty of willing guides (selected by the host or hostess to whom you are consigned) and the scenery best worth seeing will never, or scarcely so, fail to make itself observable to those who travel with their eyes open, and who have any love whatever for the beautiful in nature. Be sure and see the view called the "Seven plains of Heaven" not far from Yokohama by the riding (or jinricksha-ing) route to Kamakura.

To those bound homewards from Japan by the San Francisco route, the longest ocean voyage in the world—some 4,600 miles of grand circle steaming—time enough will be given them, in all conscience, to clearly put together their impressions of Japan and the Japanese, and much they ought to be able to tell their friends at home to assist their longing "for all that's Japanese." The last practical reminiscence of the country will be in the sight of "Fuji" standing out clearly from a billowy mass of white clouds as if a magic mountain in mid air. It can be seen, I believe, some 150 miles out at sea, on a clear day, and not until it has faded from view can the traveller be said to have finally bidden adieu to "the land of the rising sun." We will leave them to beguile their voyage as best they can, whilst we return to our destination *viâ* Shanghai for a fortnight's shooting in the early weeks of the season. If this does not set one up for a coming campaign in our "Home, sweet Home" of Hongkong, no amount of travelling can do so, and the delightful trip I have suggested will have been undertaken in vain. May this never be so in our cases.

The particulars brought by the mail of the circumstances under which Captain Webb lost his life are precisely such as might have been anticipated. After proceeding for a mile and a quarter, the sport of an ungovernable torrent, occasionally completely submerged for a long period, and all the while exerting his bodily energies to their fullest tension, Webb came to the fatal whirlpool and in the same moment met his end. All the world, save himself, felt that the task was beyond mortal power, yet he felt confident of success, although not blind to the danger of the undertaking. Where all others saw inevitable destruction he foresaw only peril. The Anglo-Saxon name has long been synonymous with pluck, but I apprehend the race gained nothing by Webb's attempt. It was more foolhardiness than true courage. When a man imperils his life considerations both legal and moral enter into the question. Legally a man may not take away his own life, on the ground that it belongs to society of which he forms part, to say nothing of bad example. Morally Webb's action was a crime, for I understand he has left a widow and family. There was not even the palliation of making money for them, for the reports state that "he replied that the only thing was that he was not going to make anything out of it, but he wanted to show people that he could do it." What did this amount to but foolhardy bravado? A lunatic may with legal sanction be confined, although perfectly harmless to himself and to others. If he is *non compos mentis* and cannot take care of his property he may be confined. What if he cannot take care of that most precious worldly possession, life? nothing. Truly it reflects the greatest discredit upon any civilised people who could permit any such outrage upon decency as Webb's affair; for is it not such if, in the sight of tens of thousands, a man, with a family dependent upon him, deliberately throws his life away in a vainglorious hazard? But some of the sting is taken out of the matter when we find it contradicted that the Railway Companies had originated the affair with the view of gaining by the fares.

BANIAN.

RECREATION CLUB AQUATIC SPORTS.

SECOND DAY.

The aquatic sports of the Victoria Recreation Club were brought to a conclusion yesterday, and we think all who were present will agree with us in saying that the meeting was by far the most successful and enjoyable that has been held for some years past. The first day's sports passed off with *éclat*, and the second day's were even better still, so that old hands here felt this aquatic carnival to be quite a revival of old times, when meagrely contested events were unknown. There was a very salutary rule that no competitors were allowed to take more than three prizes, and consequently the awards were distributed over nearly all the contestants. This is a circumstance likely to encourage men who are not exactly No. 1 performers to make a bid for honours, and we trust next year to again see large entries. All through the sports there were plenty of entries, and good, well fought contests were the rule. In the swim under water, though the redoubtable Bunker was absent, there was fine form shown, and in the next event the handicapping was shown to be excellent, Barclay maintaining his good form by winning a well fought race, though he had to give a start. The plunge was not quite done up to the form of A. P. Stokes, who has won for some years past, but who did not put in an appearance. The running headers were done excellently by some, whilst others showed very poor form, but the callithumpians was the best bit of fun pidgin we have seen for a long time, the costumes being most grotesque and varied. The consolation race was again carried off by Capt. Davis, the winner last year; and as in the previous day, there was not a more interesting event than the boys' race. We must congratulate those who managed the meeting upon the success which has attended their exertions, and the general excellence of their handicapping. The attendance was pretty nearly as large as the bath was able to accommodate, and though the aspect of the skies was anything but promising the rain obligingly held off, save an insignificant shower, throughout the sports. The competitors on both days found it rather cold out of the water, between the events. The programme was worked off as follows:—

SWIM UNDER WATER.—First prize, value $10; second prize, value $5.

Entries—W. Wilson, H. H. Read, B. Goodlad, and Lieut. Barclay. Goodlad made the first shot, and went over about four fifths of the length of the bath. Barclay took the side of the bath, and hugging it too close, ran up against one of the spring board piles, and finished his attempt prematurely. Read did precisely the same thing but instead of giving up, he turned off, and then took a straight line across the bath. Wilson kept a straight line along the centre of the bath, and covered the whole length, being heartily applauded as he rose. Goodlad, in his second attempt, went about two feet further than at first, but Read beat him by some yards in his second attempt. Barclay managed to cover but little more distance than before at his next trial, and so first honours fell to Wilson, and second to Read. Wilson's swim was up to first rate form.

W. Wilson 1
H. H. Read 2

SHORT RACE, 2 lengths; Handicap.—First prize, value $10; second, $5.

Entries H. Sohlund (15 seconds), C. A. Cornish (10 seconds), Lieut. Barclay (8 seconds), G. Grimble and H. Sampson (2 seconds), C. S. Barff (scratch).

The handicapping was evidently very good, for the competitors finished well together. Sohlund lost his lead soon after turning for home, being passed by Cornish, who was soon caught and passed by Barclay, who won the race. Sampson had also passed Cornish, and finished second about half a length behind, the latter being about as far behind Sampson who seemed to have got more into his old form since the previous day.

Lieut. Barclay 1
H. Sampson 2

PLUNGE.—First prize, value $10; second, $5.

Entries—Lieut D'Aeth, C. S. Barff, Lieut. Davis, Lieut. Barclay, H. H. Read, W. Wilson and A. D. Machado.

D'Aeth tried first, but was beaten by Barff, Davis went about as far as D'Aeth, and then Barclay beat the others by some distance. Read went too deep, and was short, and Wilson then beat Barclay, keeping his head under water 34 seconds. D'Aeth's second attempt advanced him but little, and Barff failed to do more than tie Wilson for second place. Barclay's second attempt was a fine one, and he went far beyond the other dives. The others did not forward their chances. Wilson and Barff had then a tie to work off, the latter being successful and taking the second place. Barclay had already won his three first prizes before this event, so that he had either to relinquish this or one of his other prizes.

Lieut. Barclay 54ft. 9ins. 1
C. S. Barff 51ft. 8ins. 2

RACE IN CLOTHES (2 lengths). (Handicap). Clothes to consist of Cloth Trousers and Coat, and lace-up Boots, to be approved by the Umpires. First prize value $10, Second value $5.

Entries—S. M. Fraser-Smith (15 secs.) A. D. Machado (10 secs), S. Cope and C. A. Cornish (scratch). Smith seemed able to make but slight headway in his "togs," and was soon overhauled by Machado, who was passed in turn by Cornish before reaching the end of the bath. Cope made a bad start and could not seem to get along well, and Cornish won pretty easily.

C. A. Cornish 1
A. D. Machado 2

RUNNING HEADER FROM MIDDLE SPRING BOARD.—First Prize, value $10; Second Prize, value $5.

This contest brought out the following long list of entries—Lieut. Barclay, Lieut. D'Aeth, Capt. Davis, G. Grimble, Lieut. Dauglish, C. A. Cornish, S. Cope, and A. D. Machado. As on the cross spring board the previous day, Grimble and D'Aeth at once showed superiority to the others, some of whom showed rather queer form. The umpires were again unable to decide between the two, and they had to make another shot each. D'Aeth started with a very fine header, and Grimble also made a very good attempt. The judges then awarded the palm to Grimble, though, in our opinion, D'Aeth made the better dive, as Grimble turned on his side in the leap. It was a very near thing, however.

G. Grimble 1
Lieut. D'Aeth 2

"CALLYTHUMPIANS."—1st prize, value $10; 2nd prize, value $5.

As we have stated above, this event proved a most capital and amusing affair. The following long list entered—W. H. Wilson, S. Cope, F. Grimble, G. Grimble, G. A. Caldwell, H. Sampson, A. D. Machado, H. H. Read, Capt. Davis, Lieut. Barclay, and E. Osborne. Cope's rig out was a most elaborate and novel one, as he came prancing out of his dressing room mounted on a fiery, untamed steed of the Jerusalem breed. The "critter" was not flesh and blood, however, but a well got up wicker figure, covered with some grey coloured material. There was a regular plantation nigger in his high day and holiday costume, a swell rather scant of clothes for the nether limbs, a Chinaman in a rain coat, bamboo tile and a paper umbrella, some Aunt Jeminas and Uncle Benjamins and a lot of nondescript gets up. They all produced hearty laughter, especially the moke, which shied very much at the water. They all vied with each other in attempting to knock a large hole in the water. Cope deservedly carried off first honours, and the second were awarded to F. Grimble, though in our opinion, and that of many others, Machado should have been put in his place.

S. Cope 1
F. Grimble 2

CONSOLATION RACE, 2 lengths; (handicap), prize, value $10.

Entries—H. Sohlund and E. Osborn (10 secs.) B. Goodlad and Capt. Davis (scratch). Capt. Davis, swimming a good, strong, and well sustained stroke, got ahead of the other competitors, and won by about four yards from Sohlund, who was second. Goodlad swam on his back, and fouled Osborn on the turn in consequence of not seeing where he was going to. Osborn was third. Time 1min. 20secs.

Capt. Davis 1
H. Sohlund 2

BOYS' RACE, 2 lengths; handicap. First prize, value $10; second $5.

Entries—Lammert and Arthur (scratch), Williams (10 secs.) Ramsey and White (15 secs.) B. Sampson and Aitkin (20 secs.) B. Grimble (25 secs.), and two other youngsters, whose names we could not get. This was a very pretty race, and a well handicapped one, so that there was a capital struggle. Bertie Sampson went ahead well, and got the lead on the turn back, and the scratch boys also came well, though they were not quite able to catch Sampson and Williams, who held their stroke well, and finished within a yard of each other, the former in front, whilst Lammert was only about a foot behind the second man.

B. Sampson 1
Williams 2

This event wound up an afternoon's amusement which everyone present seemed to be pleased with. We hope to see these sports go on improving in future years; the two previous meetings certainly showed room for much improvement. Very few competitors, if they stick to their work, will fail to carry off a prize, and so there ought to be even larger entries in future.

POLICE COURT.

31st August.

BEFORE CAPT. H. G. THOMSETT, R.N.

LARCENY.

Man Awan, jinricksha coolie, was charged with stealing a fowl at Sai Wan, value 25 cents, belonging to a seaman named Cheuk Asz, on the 30th ult., and he was sentenced to three months' hard labour, this being his second conviction.

Li Shing, coolie, pleaded guilty to stealing 50 cents worth of iron from the Quarry Bay Sugar Refinery, on the 30th ult., and he was sent to gaol for a month.

Chun Atai, coolie, was charged with stealing $2 from the person of a cook named Liu Atin, on the 30th ult.

The defendant snatched the money in notes from the hand of the complainant as he was carrying them on the street on Thursday morning, and before he was caught he succeeded in handing the spoil to a confederate, who got away with it.

The defendant denied the offence, but admitted three previous convictions, and he was sentenced to six months' hard labour.

Chan Fuk, store keeper, admitted the theft of some pieces of brass from the Sam Shui Po Dock yesterday morning, and he was sentenced to a month's hard labour.

Fune Aleong, unemployed, was sent to gaol for a fortnight for stealing a cat valued at the fancy price of $1, yesterday morning.

FURIOUS DRIVING.

Shih Yau, jinricksha coolie, was fined half a dollar for furiously driving his vehicle, on the 30th ult.

It was alleged that the coolie was going along Queen's-road East at a great pace, and knocked down a Chinaman who was somewhat hurt.

A PAIR OF ROUGHS.

Un Asing and Cheung Ai, coolies, were charged with obscenely abusing and assaulting a female named Li Ayow, and the second with attempting to rescue the first, on the 30th ult.

The men were ill-treating the woman, who is a prostitute, on the Praya when a lokang interposed and seized the first prisoner. The second interfered to rescue his friend, and struck the lokang, but a Sikh constable came up and arrested him also.

The first defendant was fined $1, and the second $2.

BEFORE MR. H. E. WODEHOUSE.

ALLEGED ATTEMPT TO STEAL.

Ching Luk was charged, on remand, with entering a room of the first floor of house No. 18, Ming Lane, with intent to steal.

Mr. F. H. O. Wilson, solicitor, from the office of Messrs. Brereton, Wotton, and Deacon, appeared for the defence.

The complainant is a married woman, whose husband is a seaman at present absent from the colony, and she and some witnesses gave their evidence to the effect that the prisoner, who had no business on her premises, was discovered in the complainant's room.

Mr. Wilson addressed the court at some length, pointing out that it had been shown that the defendant had lately come from the

country and had gone to the house to visit some relations living there, one of whom was sick. He had been sitting up with the sick person, and he had been there frequently before, and knew the complainant. The defendant was a respectable trader, and a most unlikely person to be guilty of such an offence as he was charged with. Mr. Wilson suggested that there was something in the case which had been concealed; it was possible that there was an intimacy between the complainant and the defendant which had been discovered by the complainant's friends living in the house, and that she, to conceal that intimacy, had called out "thief," and he, being frightened, and to avoid a disturbance with her friends had jumped from the window. He (Mr. Wilson) did not say that was the case, but there was room for that theory in the absence of sufficient evidence to show he had been attempting the theft. He submitted that there was not sufficient evidence to convict his client on the charge, and he asked for his discharge.

His Worship went over the evidence and coming to the conclusion that there was a doubt in the case, he discharged the defendant.

HIOGO.

When the *Nagoya-maru* passed through the other day bound to Shanghai, *via* Nagasaki, she had on board as passengers for the latter port six Russians accused of being escaped convicts from Siberia or Saghalien. We hear that they were taken off a small island by an otter-hunting schooner and landed in Hakodate, where the Japanese delivered them to the Russian Consul. The story told by the men was that they were the sole survivors of the crew of an American vessel, but as they had on prison clothing, and cannot speak a word of English, it does not seem as if they would be able to substantiate their contention. If, as appears only too probable, these men turn out to be escaped prisoners, they will be consigned to the mines, which is equivalent to lingering death. One feature in this affair has a strange appearance. The prisoners—who were chained and shackled together in a manner which in England would have ensured the interference of the society for the prevention of cruelty to animals, that is if dumb beasts were so treated—were being escorted to Nagasaki by a person employed in Her Britannic Majesty's gaol in Yokohama. Surely there is something unusual, if not altogether irregular, in this sort of procedure. There are, certainly, a good many things done out in the East that would not be tolerated at home for a single moment, and this escaped convict incident seems one of them. If the British Government are complaisant enough to relieve other foreign nationalities in Japan of the trouble of guarding their criminals, let the fact be known as publicly as possible, a remunerative tariff of charges fixed, and who can tell but a lucrative business may spring up. At all events it is utterly opposed to common-sense that Great Britain should, through her officials, be smirched with this sort of dirty work and lose money by it at the same time.—*Hiogo News.*

STEAM ON THE PEIHO.

The *N. C. Daily News* says:—"We have received further correspondence from the North touching the concession for steam-launches on the Peiho granted by the Viceroy of Chihli to Mr. Russell Young. It is desired that a launch should be placed upon the river, made of steel, of the same carrying-power and draught as those used on the Upper Missouri, and capable of making the trip from Tientsin to T'ungchow in a day. This would doubtless involve a regular coach or express from T'ung-chow to the Capital, and this, again, extensive repairs to the existing road. It would be impossible, we should think, for the 'stone-road' to be used for this purpose, and what would have to be done is a levelling and widening of the sandy track which runs on either side of it. But what is wanted now is an *entrepreneur.* A concession has been made to the American Minister for steamboats carrying the American flag, and it is highly important that the enterprise should be undertaken with the smallest possible delay by some good mercantile house.—The telegraph was expected to reach Peking within a few days of last dates. It is being carried underground from T'ung-chow so as not to offend any prejudices. A correspondent adds:—'The project of a railway from Tientsin to Taku is almost determined upon, and if China can arrange the French trouble Li will enter at once upon the business.'"

A correspondent writes to the *Mercury*, from Tientsin, under date 16th August:—I much fear that the pleasant report you have written on the above subject is founded upon entirely wrong information. The only concession made to the Hon. Russell Young is for a steamer to be placed at the disposal of members of Legations, and members of Legations only. No other persons will be allowed to make use of it; no commercial character can be attached to it. In fact the so-called "concession" is a bogus one at best. It amounts to nothing at all, and the entire report is simply a piece of Buncombe.

THE WOOSUNG BAR.

At last there seems a certainty of that long-standing grievance to Shanghai, the "Heaven-sent barrier," being swept away. The Woosung Bar in the river Hwang-poo has, ever since the opening of Shanghai as a treaty port, been a grievous impediment to navigation, causing great delay to ocean steamers of large draught and constituting a source of vexation and loss to merchants. As the years went by, without the Chinese Authorities taking any steps to remove the hindrance, the bar, owing to the silting up of the river, grew in dimensions, and the obstruction to vessels became more serious. Meantime the Chinese Government unfailingly collected the tonnage dues, and with unblushing effrontery continued to rob the foreign shipowners with an easy conscience. This state of affairs did not go on without remonstrance. It was not in European human nature to pay the tonnage dues and calmly endure being cheated out of the equivalent, which was that any removeable impediments should be cleared from the river. But the Chinese mandarins regarded the Woosung Bar as a "Heaven-sent barrier" especially designed to keep out the barbarian men-of-war, and therefore they were not prepared to do anything to remove or lessen it. It mattered nothing to them if the foreign steamers were detained at Woosung and lost large sums of money on every voyage; that was not their affair; all they were concerned about was that the "Bar" was likely to prove a formidable obstruction in the way of hostile vessels in the event of foreign patience at any future time collapsing under the provocation given by the constant evasion of or infringement on Treaty stipulations. Vainly, therefore, for years did the Shanghai Chamber of Commerce complain, and vainly did it memorialise the Foreign Ministers at Peking; the Tsung-li Yamên managed successfully to postpone any serious consideration of the question, and the foreign merchants and shipowners had to put up with the inconvenience and bear the loss with the best grace they could. But they did not wholly despair of getting their representations attended to, for as the evil grew worse with each succeeding year, they were able to urge the matter more strongly, and the question began in time, to affect Chinese interests also, the China Merchants' Company's fleet including larger vessels, which in a few years more would have been effectually shut out by the obstructive Bar. Reluctantly, at length, an order was given by the Chinese Authorities for a powerful steam dredger, and this vessel, named the *An Ding*, arrived in Shanghai some months ago. At first there seemed some doubt as to whether the dredger would fulfil all requirements, the preliminary trials not being altogether satisfactory, but a few days ago a final trial was made, which proved that the *An Ding* could perform all the work she was constructed to accomplish, and she has been formally taken over by the Chinese Authorities, and, according to Shanghai papers, she is to be set to work at once to dredge the "Heaven-sent" obstruction. It is stated that six to eight feet of mud are to be removed, which will enable all vessels to proceed up to Shanghai without discharging cargo into boats at Woosung. This will be a great relief to shipowners and merchants, involving a great saving both of time and money. The concession thus secured, after so many years of agitation, is some encouragement to foreigners to persevere in their attempts to induce the Chinese mandarins to do their duty to their neighbours and carry out their implied contracts.—*China Overland Trade Report.*

The past week has cost the Swimming Association another of their challenge cups, for D. Ainsworth, by a third consecutive victory in the half-mile championship race, became entitled to the valuable cup connected with it. It was the gift of the proprietor of the *Sporting Life*, and weighed sixty-three ounces. It was quite fitting that the occasion should be marked by the fact that the time of the winner—14 minutes 13½ seconds—is the best yet accomplished by any amateur.—*World.*

DISCOVERY OF NOAH'S ARK.

The expedition was fortunate in making a discovery which cannot fail to be of the deepest interest to the whole of the civilised world, for amid the fastnesses of one of the glens of Mount Ararat they came upon a gigantic structure of some very dark wood embedded at the foot of one of the glaciers, with one end protruding, and which they believed to be none other than the old ark in which Noah, with his family, navigated the waters of the deluge. The place where the discovery was made is about five days' journey from Trebizond, in the department Van in Armenia, and about four leagues from the Persian frontier. The glen is one of the resources of a tributary of the river Aras, which flows into the Caspian. The villagers of the Bayazid, which was situated about a league off, had seen this strange object for nearly six years, but were deterred, by a strong superstitious fear, from approaching it, as there was a rumour very generally believed, that strange voices were heard within it, and it was said that some young men, more daring than the others who had approached, had seen a spirit of fierce aspect gazing out of the hole or door in the upper portion of the structure. Nothing deterred by the fears of the villagers the commissioners, with their personal attendants, proceeded to examine it. The villagers positively refused to approach even the neighbourhood of the glacier in which it was embedded. The way led through a dense forest, and the travellers were obliged to follow the course of the stream, wading up to the waist in water from the melting glacier. After a toilsome journey of three or four hours, during which they incurred considerable danger from the masses of snow impending from the heights above, they were rewarded by the sight of a huge dark mass projecting 20ft. or 30ft. from the glacier on the left hand side of the ravine. They found that it was formed of a wood not grown in these elevated districts, nor nearer than in the low hot valleys of the Euphrates, where it is known by the natives as "izim," said to be the ancient gopher wood of Scripture. It was in a good state of preservation, being painted or stained on the outside with a dark brown pigment, and constructed of great strength. It was a good deal broken at the angles, from being subjected to somewhat rough usage by the moraines, during the slow descent of the glacier from the lofty peaks towering away beyond the head of the valley to a height of 17,000ft., a process which, considering the nature of the country and the slow pace at which these snow rivers travel, especially in the higher altitudes, must have required thousands of years. The projecting portion seemed about 40 or 50 feet in height, but to what length it penetrated into the glacier they could form no estimate. Effecting an entrance through one of the broken corners the explorers found it filled for the greater part with ice, the interior being partitioned off into compartments of about 12 or 15 feet high, into three of which alone they were able to make their way, owing to the mass of frozen substances with which these were filled, and also of their fear of the structure collapsing with the superincumbent and overhanging mass of huge glacier. The commissioners, one of whom is an Englishman, Captain Gascoyne, formerly attached to the British Embassy in this city, and well known as a scientific investigator, are fully confident that it is the Ark of Noah, and they support the position by maintaining that having been enveloped in snow, and frozen, it has been kept in a state of perfect preservation; that having rested on one of the peaks of Ararat range, as described in Scripture, the Ark must have been lying on the soil, for the waters had "covered the whole earth," and "the tops of the highest mountain," "and all the high hills that were under the whole heavens were covered, fifteen cubits upward did the water prevail, and the mountains were covered." In these circumstances they show that ordinarily covers this lofty mountain, for it is 17,230ft. in height, would have been all melted away by the waters of the flood when Noah first grounded on the peak. But as the waters were slowly receding for some five months, and Noah and his family, following the receding waters, gradually made their way towards the low lands, the mountain would of course resume its great height over sea level, and, in consequence, be again covered with snow, which must at once have enveloped the Ark as it lay—it may be supposed—on the slope, near the summit of the peak. As perpetual snow now covers Mount Ararat for more than half way down, it is manifest that the Ark must have been kept in a perfect state of preservation, while slowly, during the silent lapse of four or five thousand years, creeping down, after the manner of the glaciers, into the valley below, there to appear in these later ages to discomfort the scoffer, and confirm the sure word of revelation. The commissioners had already reported to his Majesty, and at the instance of the German Ambassador, prompt steps have been taken to protect from destruction and to preserve a relic so interesting to the whole world; as it was rumoured that an enterprising American traveller had opened negotiations, in the hope of purchasing the Ark from the Pasha of the district, in order to have it removed to the United States for exhibition. It is hoped that this most interesting relic may be preserved to the world, and as the surrounding country is of an exceedingly mountainous character, and the defiles leading towards either Trebizond or Batoum, both narrow and intricate, that no attempt will be made to remove it out of the district, where there is no doubt every Government in the civilised world would contribute to its careful protection and preservation, as the most ancient and remarkable monument of antiquity to be found in any part of the world.—*Levant Herald.*

"My dear, look down below," said Grandiose, as he stood on Waterloo Bridge, with his wife, and gazed at a painting tug hauling a long line of barges, "such is life—the tug is like a man, working and toiling, while the barges, like women, are—" "I know," interrupted Mrs. G., acridly, "the tug does all the blowing and the barges bear all the burden."

The Brazilian army, like the British army, seems to be at present in a rather disorganized condition. The ex-Minister of War in Brazil, in a speech he made the other day at Rio on military matters, gave a melancholy account of the laxity of discipline that prevails not merely among the rank and file, but also among the higher officers. One of these, the colonel of a battalion stationed at Rio, on hearing that he had been passed over, went to the Department of War, abused the officials there all round, and swore that if the Emperor did not see justice done he would let them know what three hundred bayonets could do in the streets of Rio. The hospitals also, the ex-Minister asserted, were in many parts sinks of financial corruption. Some officers frequently received for medicines four times their active pay, and leeches were hired four or five times a month at eighty cents each every time. Electric collars were supplied at the cost of tens of thousands of dollars, and "feeding-bottles" figure in the accounts for over 50,000 dols., "as though," added the ex-Minister sarcastically, "the military hospitals were nurseries for children." Whatever may be the case in Brazil, the military hospitals in this country are becoming, beyond a doubt, "nurseries for children;" and in a few years a feeding-bottle will probably be an indispensable article in the British soldier's kit—unless the War Office authorities provide the army with wet-nurses.

A launch propelled by stored electricity made a trial trip between the Temple and Greenwich on the 18th July, being one of the first instances of the use of this motive power thus applied. The launch, which is only 40ft. in length, was built of galvanized steel by the Messrs. Yarrow and Co., of Poplar, and the propelling power is found by Messrs. Siemens' dynamos, placed under the flooring at the stern of the boat, which is raised there about 8in. The electricity for giving motion to the dynamo is obtained from Faure-Sellon-Volckmar accumulator cells, supplied by the Electric Power Storage Company, placed under the flooring, where they not only do not occupy space available for passengers, but are useful in forming ballast. There is storage sufficient to give very high speed for six hours, or a longer time with a medium speed. On the ordinary launches the machinery and attendants occupy the larger and better part of the vessel, but on the one tried on the 18th the only machinery seen was the steering gear, and one man steered and managed the whole, there being room for more than 40 persons. There was in the travelling no noticeable vibration, and the absence of smoke was not only apparent to the travellers, but to the workers on ships in the pool, who hailed the little craft with the query as to where the funnel was. The boat arrived at Greenwich in three-quarters of an hour. The makers present the craft as possessing qualities especially adapted for warfare, for she is ready in a moment when the accumulators are once charged; and the electrical power is easily obtainable on board ship from the engine or from water-wheels. The trial was quite successful, and Mr. Yarrow, representing the builders, and Mr. Collett, representing the Electrical Power Storage Company, were congratulated on the result of the day.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Teucer (str.)	Power		Butterfield & Swire	To-day, at Noon.
LONDON, via SUEZ CANAL	Hector (str.)	Billinge		Butterfield & Swire	On or about 8th inst.
LONDON, via SUEZ CANAL	Glenlyon (str.)	Mackinlay		Jardine, Matheson & Co.	On or about 3rd Sept.
MARSEILLES, via SUEZ, &c.	Ava (str.)	Bretel		Messageries Maritimes	On 6th Sept., at Noon.
MARSEILLES, via SAIGON, &c.	Europe (str.)	Valladier		Adamson, Bell & Co.	On or about 24th Sept.
NEW YORK	Paul Jones	Gerrish	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Southern Cross	Bailey	Hongkong	Russell & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Euphrates (str.)	Mitchell		Russell & Co.	On or about 4th Sept.
NEW YORK via SUEZ CANAL	Merionethshire (str.)	Williams		Adamson, Bell & Co.	On 20th Sept.
SAN FRANCISCO, via Y'HAMA	Coptic (str.)		Hongkong	O & O. S. S. Co.	To-day, at 3 P.M.
SAN FRANCISCO, via Y'HAMA	City of Rio de Janeiro			P. M. S. S. Co.	On 12th Sept., at 3 P.M.
SYDNEY AND MELBOURNE	Suez (str.)	Ainslie	Hongkong	Russell & Co.	On 8th Sept., at 5 P.M.
SYDNEY AND MELBOURNE	Woosung (str.)	Hunt		Butterfield & Swire	On or about 20th inst.
KUDAT AND SANDAKAN	Thales (str.)	Pocock		Douglas Lapraik & Co.	To-day, at 4 P.M.
YOKOHAMA	Selembria (str.)	Fowler		Russell & Co.	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Kashgar (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at 10 A.M.
SHANGHAI	Posang (str.)	Irvine	Hongkong	Jardine, Matheson & Co.	On 3rd Sept., at 4 P.M.
SHANGHAI via AMOY	Laertes (str.)	Scale		Butterfield & Swire	On or about 7th inst.
AMOY AND TAIWANFOO	Albay (str.)	Goddard	Hongkong	Douglas Lapraik & Co.	To-day, at 4 P.M.
SWATOW AND BANGKOK	Kong Beng (str.)	R. Jones	Hongkong	Yuen Fat Hong	To-morrow, at 10 A.M.
SWATOW, AMOY, & FOOCHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	To-morrow, Daylight.

COMMERCIAL INTELLIGENCE.

FRIDAY, 31st August.

EXPORT CARGO.

Per steamship *Jason*, sailed on the 25th August:—127,857 lbs. congou, 163,276 lbs. scented caper, 30,890 lbs. scented orange pekoe; 73 cases silks, 368 bales waste silks, 20 bales punjum silk, 261 cases chinaware, 80 pkgs. sundries. From Amoy—159½ chests tea. From Yokohama—92 pkgs. curios.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/7½
Bank Bills, at 30 days' sight 3/8
Bank Bills, at 4 months' sight ...3/8¾
Credits, at 4 months' sight 3/8¾
Documentary Bills, at 4 months' sight 3/8¾

ON PARIS.—
Bank Bills, on demand 4.60
Credits, at 4 months' sight 4.70

ON BOMBAY.—Bank, 3 days' sight 224
ON CALCUTTA.—Bank, 3 days' sight 224
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73¾

SHARES.

The usual monthly settlements have occupied the greater portion of the day. Banks are reported to have been done at 186 per cent. prem. for cash. Sales of Docks have been made at 57 and 56 per cent. prem., and of Sugars at $154 and $153 per share. A few Hongkong Fires have been placed at $340 and China Fires at $370 per old share.

Hongkong and Shanghai Bank Shares—186 per cent. premium.
Union Insurance Society of Canton, Limited—$625 per share.
China Traders' Insurance Company's Shares—$82 per share.
North China Insurance—Tls. 1,350 per share.
Yangtsze Insurance Association—Tls. 1,040 per share.
Chinese Insurance Company, Limited—$220 per share ex dividend.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$115 per share.
Hongkong Fire Insurance Company's Shares—$340 per share.
China Fire Insurance Company's Shares—$74 per share.
Hongkong and Whampoa Dock Company's Shares—56 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—50 premium.
Indo-China Steam Navigation Co.'s Shares—15 per cent. discount.
China and Manila Steamship Company, Limited, —20 per cent. premium.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$175 per share.
China Sugar Refining Company, Limited—$153 per share.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$80 per share.
Hongkong Ice Company's Shares—$160 per share.
Hongkong and China Bakery Company, Limited—$82 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.
Chinese Imperial Loan of 1881—2 per cent. prem.

HONGKONG TIDE-TABLE.

1st to 7th September, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time. h m	High Water. Height. ft. in.	Low Water. Hongkong Mean Time. h m	Low Water. Height. ft. in.
Sat.	1	m 8 31	5 0	n 9 2	0 10
		9 34 a	3 4	8 11 a	—0 7
S.	2	m 9 11	4 10	n 2 47	0 6
		9 17 a	5 7	5 37 a	—0 5
M.	3	m 9 41	4 6	n 8 30	0 4
		10 11 a	3 9	4 4 a	—0 9
Tu.	4	m 10 31	4 -1	n 4 10	0 5
		10 33 a	3 11	4 30 a	0 1
W.	5	m 10 49	3 9	n 4 50	0 8
		10 59 a	4 0	4 55 a	0 5
Th.	6	m 11 15	3 3	n 5 31	0 5
		11 21 a	4 1	5 19 a	0 9
F.	7	m 11 41	3 10	n 6 15	0 7
		11 45 a	4 1	6 41 a	1 1

The height of mean sea-level has been determined at 7.816 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

FROM MESSRS. FALCONER & CO.'S REGISTER.

August 31st.

Barometer—9 A.M.	29.984
Barometer—1 P.M.	29.964
Barometer—4 P.M.	29.940
Thermometer—9 A.M.	84
Thermometer—1 P.M.	80
Thermometer—4 P.M.	80
Thermometer—9 A.M. (Wet bulb)	77
Thermometer—1 P.M. (Wet bulb)	77
Thermometer—4 P.M. (Wet bulb)	77
Thermometer—Maximum	83
Thermometer—Minimum (over night)	78

CHINA COAST METEOROLOGICAL REGISTER.

August 31st.

BAROMETER, THERMOMETER, &c.	Hongkong. Previous day at 4 P.M.	Hongkong. On date at 10 A.M.	Amoy. Previous day at 4 P.M.	Amoy. On date at 10 A.M.	Shanghai. Previous day at 4 P.M.	Shanghai. On date at 10 A.M.	Manila. On date at 10 A.M.	Manila. On date at 4 P.M.
Barometer	29.93	30.00	29.89	30.00	29.99	29.93	30.01	29.96
Thermometer attached	83.9	83.5	83.0	81.0	87.0	83.0	81.6	83.4
Direction of Wind	E	E	SE	NW	S	S	NW	W
Force	4	5	1	1	3	3	1	1
Dry Thermometer	83.0	83.5	—	—	86.5	81.5	81.2	81.8
Wet Thermometer	77.0	76.5	—	—	80.0	78.5	77.7	77.5
Weather	o.s.	o.c.p.	—	—	b.c.	b.c.	s.m.	o.
Hour's Rain	—	4	1½	—	—	—	—	27
Quantity fallen	—	0.85	0.08	—	—	—	—	0.60

BAROMETER, level of the sea in inches, tens, and hundreds. THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 6 moderate. 6 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 11 to 12 violent.

STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

FOR SALE.

FOR SALE.

HENRIOT'S CELEBRATED CHAMPAGNE, "Dry Souvrain," Pints and Quarts.
JULES VERDIER'S CHAMPAGNE, "Reserve Cuvée" Pints and Quarts.
ADOLPHE COLLIN'S CHAMPAGNE, "Cabinet" Pints and Quarts.
MURRAY'S FINE SCOTCH WHISKEY (5 years Old.)
MURRAY'S FINEST „ „ (7 years Old.)
SHERRY, CHOICE OLD VINO DE PASTO, (Green Seal.)
SHERRY, PALE DRY MANZANILLA, (Red Seal.)
VERY CHOICE MADEIRA, "Cama de Lobos."
SELECTED OLD MADEIRA (Red Seal.)
CHOICE RICH OLD PORT, (Green Seal.)
CHOICE OLD RESERVE PORT, (Red Seal.)
The well-known CLARETS, VINGENAUD, "Brane Mouton," "La Rose," "St. Julien."
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 4th August, 1883. [1471

FOR SALE.

THAT large Piece of GROUND measuring about 50 mow and known as "Fornsicht," with buildings thereon, situated in Kalat in close vicinity to the business part of Swatow.

The BUILDINGS comprise Senior and Junior HONG with the usual Outhouses, and are built in a most substantial manner, both being in perfect repair. They stand in beautifully laid out Grounds, shaded by groves of Bamboo, and command a fine view of the bay and shipping.

For Particulars, apply to
Messrs. SIEMSSEN & Co.,
at Hongkong and Shanghai,
or to
Mr. A. REIS at Swatow, Liquidator of Messrs. DIRCKS & Co.
Swatow, 28th August, 1883. [1622

FOR SALE.

THE VALUABLE BUSINESS PREMISES of Messrs. DIRCKS & Co., with Large Substantial Godowns, Offices, and a Dwelling House, with the usual Outhouses, and about 120 feet Water Frontage, situated in the Treaty Port of Swatow, adjoining the Imperial Maritime Customs, and measuring about 35 mow.

For Particulars, apply to
Messrs. SIEMSSEN & Co.,
at Hongkong and Shanghai,
or to
Mr. A. REIS, at Swatow, Liquidator of Messrs. DIRCKS & Co.
Swatow, 28th August, 1883. [1623

FOR SALE.

BEST QUALITY OF
GOLDEN GATE AND WESTERN MILLS FLOUR, lately from San Francisco.
PONGEE SILK of all kinds.
Apply to
FUNG TANG,
of Hee Cheong Ching Hong,
42, Bonham Strand.
Hongkong, 14th July, 1883. [1347

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [929

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

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TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG
"DAILY PRESS" OFFICE WYNDHAM ST.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed
IN THE BEST STYLE
and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.
"DAILY PRESS" OFFICE,
HONGKONG.

INTIMATIONS.

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 87, Tang Man Lane.
Hongkong, 4th March 1882. [1664

T. ALGAR AND COMPANY.
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [24

"JAPAN GAZETTE,"
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.
QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.
"DAILY PRESS" OFFICE,
HONGKONG.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAIWANFOO.

THE Company's Steamship
"ALBAY,"
Captain Goddard, will be despatched for the above Ports TO-DAY, the 1st September, at FOUR P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 31st August, 1883. [1625

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR KUDAT AND SANDAKAN.

THE Company's Steamship
"THALES,"
Captain Pocock, will be despatched for the above Ports TO-DAY, the 1st Sept., at FOUR P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 25th August, 1883. [1587

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship
"NAMOA,"
Captain Westoby, will be despatched for the above Ports TO-MORROW, the 2nd September, at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 30th August, 1883. [1613

FOR LONDON VIA SUEZ CANAL.

THE Steamship
"GLENLYON,"
Captain Mackinlay, will be despatched as above on or about the 3rd September.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 17th August, 1883. [1555

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"EUPHRATES,"
Captain Mitchell, will be despatched for the above Port on or about TUESDAY, the 4th September.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 31st August 1883. [1620

GEO. R. STEVENS & Co's. LINE.

FOR SYDNEY AND MELBOURNE,
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, AND TASMANIAN PORTS, NEW CALEDONIA AND FIJI.)

THE Steamship
"SUEZ,"
Captain Ainslie, will be despatched as above on SATURDAY, the 8th September, at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 16th August, 1883. [1541

UNION LINE.

FOR YOKOHAMA.

THE Steamship
"SELEMBRIA,"
Captain Fowler, due on or about the 4th September, will have immediate despatch for the above Port.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 30th August, 1883. [1619

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"MERIONETHSHIRE,"
Williams, Commander, will be despatched on 20th September.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 31st August, 1883. [1435

FOR NEW YORK.

THE S/S L. I. I. American Ship
"PAUL JONES,"
Gerrish, Master, will load here for the above Port and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 30th August, 1883. [1616

FOR NEW YORK.

THE S/S L. I. I. American Ship
"SOUTHERN CROSS,"
Bailey, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 30th August, 1883 [1617

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "COPTIC" will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 1st September, 1883, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/. from Return Fare; if re-embarking within one year, an allowance of 10 °/. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER,
Agent.
Hongkong, 21st August, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.
MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 6th day of September, 1883, at NOON, the Company's Steamship "AVA," Commandant Bretel, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 5th September, 1883.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th September, 1883. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office,
G. DE CHAMPEAUX,
Agent.
Hongkong, 28th August, 1883.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO," will be despatched for San Francisco, *via* Yokohama, on WEDNESDAY, the 12th Sept., 1883, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/. from Return Fare; if re-embarking within one year, an allowance of 10 °/. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 11th September. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
F. E. FOSTER,
Agent.
Hongkong, 27th August, 1883.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship
"EUROPE,"
Valladier, Commander, will sail on or about the 24th September, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a forwarding Agency at Paris, 9, RUE DE ROUGEMONT, giving special facilities to Shippers.

Each steamer carries a Surgeon and Stewardess. The line is noted for its cuisine, and Beer and table Wines are included in the passage money.

RETURN TICKETS are now granted by the Steamers of this line available for 6 or 12 months to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 28th August, 1883. [1603

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one
FIRST-CLASS RISK.
RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [60

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
Is prepared to ACCEPT FIRST-CLASS RISKS at ½ °/. nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1883. [893

MAIL EXPECTED.

THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with the next American mail, left Yokohama on the 26th August, and is due here on the 2nd September.

STEAMERS EXPECTED.

The Union Line steamer *Selembria* left Singapore on the 29th August, and is due here on the 4th September.

The O. S. S. Co.'s steamer *Lyeemoon*, from London, left Singapore on the afternoon of the 31st August, and may be expected to arrive here on or about the 7th September.

The steamer *Naples* left Sydney on the 16th August, and is due here on or about the 10th September.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Nagasaki, Hiogo, and Yokohama.—Per *Kashgar*, to-day, the 1st Sept., at 11.30 A.M.

For Swatow and Amoy.—Per *Afghan*, to-day, the 1st September, at 1.30 P.M.

For Yokohama and San Francisco.—Per *Coptic*, to-day, the 1st Sept., at 2.30 P.M.

For Kudat and Sandakan.—Per *Thales*, to-day, the 1st September, at 3.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Namoa*, to-day, the 1st Sept., at 5.00 P.M.

For Saigon.—Per *Lido*, to-morrow, the 2nd September, at 9.00 A.M.

MAILS BY THE U. S. PACKET.

The United States Mail Packet "COPTIC" will be despatched on FRIDAY, the 31st August, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 P.M. Registry ceases.
2.30 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AVA," will be despatched on THURSDAY, the 6th September, with Mails to the United Kingdom, Europe, and places beyond, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.
ARNHOLD, KARBERG & Co.
Hongkong, January 1882. [958

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.
NORTON & Co., Agents.
Hongkong, 20th May, 1881. [2

CARLTON WHISKEY.
ELEVEN YEARS OLD,
and
FIVE YEARS OLD

These Grand OLD SCOTCH WHISKIES are shipped only by RICHARD MATHEWS & COMPANY, of London and Inverness, who are sole possessors of the Brand "CARLTON." They are distilled from the finest Highland Malt only, are in every respect equal to the best Cognac Brandy, and guaranteed to be entirely free from Fusil Oil or other noxious impurities.

The following Letter has been received from the Secretary of the "CARLTON" CLUB.

CARLTON CLUB, Dec. 20, 1875.

Messrs. R. MATHEWS & Co.

GENTLEMEN,—In reply to your inquiry as to whether the Whiskey you are supplying to this Club is approved by the Members, the best answer I can give is that the consumption of this Whiskey in the Club has GREATLY INCREASED since it has been supplied by your firm. There can be no doubt whatever about the Whiskey being MOST EXCELLENT. It is Old and Soft, and I may safely say that it is much approved by the Members.
Yours obediently,
W. GRIFFIN SUTTON,
Secretary.

CAUTION:

It has come to the knowledge of the Shippers of the "CARLTON" WHISKIES, that the empty Bottles have been dishonestly refilled with the poisonous trash very often sold in China under the name of Whiskey, this is therefore to caution consumers to CAREFULLY EXAMINE the CORKS and CAPSULES to see they have not been tampered with; also that the Corks, Capsules, and Labels are branded with their Trade Mark.

For Prices and Terms, apply to
CUTLER, PALMER & Co.,
Agents for China.
Shippers: RICHARD MATHEWS & Co.,
"CARLTON" WHISKEY
Merchants, London.
1423

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
ALBYN'S ISLE, Brit. bk., C. Burgess.—E. Woo Loong.
AMOY, Brit. str., C. Herrmann.—Siemssen & Co.
ANNA, Ger. bk., W. Jessen.—Wieler & Co.
ARRATOON APCAR, Brit. str., MacTavish.—D. Sassoon, Sons & Co.
AURORA, Brit. bk., Milne.—Chinese.
BONITO, Ger. bark, H. Haase.—Wieler & Co.
CANTON, Brit. str., Jaques.—Tung Kee & Co.
CITADEL, Brit. 3-m. schooner, H. Morrison.—Chinese.
CHANDERNAGOR, Ger. bk., G. Sathre.—Chinese.
CRUSADER, British steamer, Rowin.—Arnhold, Karberg & Co.
FORMOSA, Brit. schr., Quayle.—Siemssen & Co.
GLENELG, Brit. str., Speechly.
HANSA, Ger. bark, Densken.—Wieler & Co.
KILLARNEY, Brit. str., H. O'Neill.—Gibb, Livingston & Co.
LIDO, Brit. str., Lewis.—Tung Kee & Co.
LOONG WHA, Brit. 3-m. schooner, G. Graham.—Chinese.
MARIE, Ger. bk., G. Thomaschefsky.—Captain.
PEKING, Brit. str., Heuermann.—Siemssen & Co.
PHRA CHULA CHOM KLAU, Brit. str., Lightwood.—Hop Hing Hong.
SATURNUS, Ger. bark, Schade.—Siemssen & Co.
SUEZ, Brit. str., G. Ainslie.—Russell & Co.
TWILIGHT, Am. ship, Warland.—Adamson, Bell & Co.
VELOCITY, Brit. str., R. Martin.—Pustau & Co.

INSURANCES.

THE MANCHESTER UNDERWRITERS' ASSOCIATION LIMITED.

THE Undersigned having been appointed AGENTS of the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World at Current Rates allowing an immediate cash discount of 25 %.

HOLLIDAY, WISE & Co.

Hongkong, 14th July, 1883. [1343

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [18

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LEUNG ON, Esq., President.

BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1881. [527

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [16

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1680

FORTUNA ALLGEMEINE VERSICHERUNGS-ACTIEN-GESELLSCHAFT, BERLIN.

CAPITAL PAID-UP .... Mk. 1,500,000.
RESERVE FUNDS .... Mk. 780,000.
ANNUAL INCOME .... 18,774 %.

THE Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 1st January, 1882. [1824

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [15

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [13

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.

CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP TU TIN, Esq.
and ten others.

HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.

Head Office, Hankow Road, Shanghai, 1st June, 1882. [1102

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [14

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements .... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein .... at ½ % Net per Annum.
On Coals .... at 1 % Net per Annum.
On Petroleum in licensed Godowns ...... at 1½ % Net per Annum.
On First-class Chinese Tenements ...... at 2 % Net per Annum.
On Second-class Chinese Tenements ...... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [17

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [11

UNIVERSAL LIFE ASSURANCE SOCIETY, ESTABLISHED 1834.

INSURANCES Effected for Life or Short Periods; on Joint Lives, and on the limited payment system.

For Particulars, apply to

LINSTEAD & DAVIS, Agents.

Hongkong, 7th December, 1882. [16

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ...... £100,000 Sterling.
RESERVE FUND UPWARDS OF ...... £120,000 Sterling.
ANNUAL INCOME ...... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [12

FOR SALE.

FOR SALE

GEORGE GOULET CHAMPAGNE

CARTE D'OR, in Cases of 1 doz. Quarts.
Do. Do. 2 doz. Pints.

We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1883.)

JUNG & Co.'s Choice Qualities HOCK and MOSELLE, from $5 to $15 per Case of 1 doz. Quarts.

JOHN HOPKINS & Co.—LONDON "GLENGARRY" OLD SCOTCH WHISKEY, In Cases of 1 dozen Quarts, $6 per Case.

JOURNU FRERES Celebrated CLARETS, CHATEAU BELAIR, CHATEAU SOLLBERG.

PUSTAU & Co., Agents.

Hongkong, 3rd October, 1882. [1270

FOR SALE, CHEAP.

A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from ¾ to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.

For Particulars, apply to

J. M. ARMSTRONG, Auctioneer, Queen's Road.

1920]

"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.

Bottled at the Seltzer Spring near Gross Karben, in Cases of 8 Dozen Pints, $8.50 per Case.

PUSTAU & Co.—Sole Agents.

Hongkong, 31st January, 1883. [1453

FOR SALE.

CHAMPAGNE 1874 HEIDSIECK & Co.'s MONOPOLE.

CARLOWITZ & CO.

Hongkong, 1st July, 1881. [1259

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR in lots to suit from one ton upwards.

CHOY CHEW, 230, Praya West.

Hongkong, 4th April, 1883. [668

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [21

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."

$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.

GRAND VIN CHATEAU LEOVILLE.

$24 .... per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.

CHATEAU LAROSE.

$12 .... per case of 1 dozen quarts.

LORMONT.

$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 26th March, 1881. [120

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By Dr. DEVAN,

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Neatly Bound $2.00

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FOR 1883.

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DINNEFORD'S FLUID MAGNESIA. The best Remedy for Acidity of the Stomach.

DINNEFORD'S FLUID MAGNESIA. For Heartburn and Headache. For Gout and Indigestion.

DINNEFORD'S FLUID MAGNESIA. The best Mild Aperient for Delicate Constitutions, Ladies, Children, and Infants, and for *regular* use in Warm Climates, DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the World.

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ROWLANDS' KALYDOR, which eradicates all Prickly Heat, Sunburn, Tan, Freckles, Stings of Insects, &c., and produces a beautiful and delicate complexion.

ROWLANDS' MACASSAR OIL prevents the hair falling off or becoming dry during the hot weather, and eradicates scurf and dandruff.

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PEPPER'S QUININE and IRON TONIC contains an unvarying amount of quinine and iron. It possesses all the powers of these valuable tonics in banishing diseases and symptoms traceable to weakness, a low state of the nervous system, enfeebled condition of the body, and derangement of the general health.

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TARAXACUM AND PODOPHYLLIN.—Prepared only by J. PEPPER, London. This Fluid combination, extracted from medical roots, is now used instead of blue pill and calomel for the cure of dyspepsia, biliousness, and all symptoms of congestion of the liver, which are generally pain beneath the shoulders, headache, drowsiness, no appetite, furred tongue, disagreeable taste in the morning, giddiness, disturbance of the stomach, and feeling of general depression. It sets the sluggish liver in motion, very slightly acts on the bowels, giving a sense of health and comfort within 24 hours. It is the safest medicine. Taraxacum and Podophyllin is a fluid made only by J. PEPPER, Bedford Laboratory, London, whose name is on every label. Bottles, 2s. 9d. and 4s. 6d. Sold by all Chemists. A most valuable and essential medicine for India, Australia, the Cape, and Colonies generally.

LOCKYER'S SULPHUR HAIR RESTORER will darken grey hair, and in a few days completely bring back the natural colour. The effect is superior to that produced by an instantaneous dye, and does not injure the skin. Large bottles, 1s. 6d.—LOCKYER'S is equal to the most expensive hair restorer.

LOCKYER'S SULPHUR HAIR RESTORER is the best for restoring grey hair to its former colour. It produces a perfectly natural shade, and is absolutely harmless. Recommended for destroying scurf and encouraging growth of new hair.

LOCKYER'S SULPHUR HAIR RESTORER—Sulphur being highly prized for its stimulant, cleansing, healthful action on the hair glands, LOCKYER'S RESTORER is strongly recommended. It is most agreeable in use, and never fails in its action on the colour glands, always restoring and maintaining that which has been lost. No other hair dressing is requisite. Large Bottles, 1s. 6d. Sold by Chemists, Hairdressers, and Perfumers in London, the Country, and throughout the world.

LOCKYER'S is equal to any of the high-priced preparations.

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DR. KING'S DANDELION & QUININE LIVER PILLS (without Mercury).

THE BEST REMEDY FOR BILIOUSNESS, STOMACH DERANGEMENT, FLATULENCE, PAINS BETWEEN THE SHOULDERS, BAD APPETITE, INDIGESTION, ACIDITY, HEAD-ACHE, HEARTBURN, and all other symptoms of disordered liver and dyspepsia. Acknowledged by many eminent surgeons to be the safest and mildest pills for every constitution.

In Boxes at 1s. 1½d., 2s. 9d., and 4s. 6d.

Sold by Chemists and Medicine Vendors throughout the world. Prepared by JAS. RORKE, London.

Specially valuable Pills for residents abroad and travellers.

Sept. 18] [Sy 1495

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OAKEY and SON'S EMERY and BLACK-LEAD MILLS, WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

OAKEYS' WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., & 4s. each.

OAKEYS' INDIA RUBBER KNIFE BOARDS from 1s. 6d. each.

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OAKEYS' CABINET GLASS PAPER, WELLINGTON BLOCK BLACKLEAD, &c.

OAKEYS' GOODS Sold EVERYWHERE by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [62i 1310

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A 1 HARPOON SHIP-LOG.

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IN consequence of the world-wide reputation of WALKER'S HARPOON SHIP-LOGS, spurious imitations have been introduced into the market, copying the external appearance in every detail.

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ATKINSON'S PERFUMERY.—ESS. BOUQUET, JOCKEY CLUB. ROSE TOILET POWDER, QUININE HAIR LOTION, WHITE ROSE TOILET VINEGAR. TRANSPARENT SOAP. Sold everywhere.

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YARROW'S SMALL STEAMERS AND STEAM LAUNCHES, BUILT OF WOOD, IRON, OR STEEL.

Screw Steamers with speed ranging up to 20 miles an hour.

Paddle Steamers with draughts ranging down to 6 inches of water.

MACHINERY CONSTRUCTED FOR BOATS BUILT ABROAD.

YARROW AND CO. (late YARROW & HEDLEY), ENGINEERS AND SHIPBUILDERS ISLE OF DOGS, POPLAR, LONDON. [558

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 31ST AUG., 1883.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.00 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.60 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$113.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chints, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.05
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.23
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T.-Cloths, 24 yds. & 32 in. 6 lbs. p. pc.	$1.20 to 1.25
Grey T.-Cloths, 24 yds. & 32 in. 7 lbs. p. pc.	$1.35 to 1.70
Grey T.-Cloths, 24 yds 36 in 8 lbs. KO p. pc.	$1.80 to 1.85
Grey T.-Cloths, 24 yds 36 in 8 lbs. VV p. pc.	$2.30 to 2.35
Grey T.-Cloths, 24 yds 36 in 8 lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.63 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.35 to 6.70
Long Ells, MM Assorted per piece	$6.35 to 6.70
Long Ells, HH Scarlet, per piece	$6.35 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$5.00 to 5.10
Lead, LB, per picul	$4.90 to 4.95
Lead, Hole Chop, per picul	$4.85 to 5.90
Quicksilver, English, per picul	$56.00 to 56.20
Quicksilver, American, per picul	$56.10 to 56.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.20 to 24.00
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$73.00 to 73.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.05

PRODUCE.

Camphor, packed, per picul	$17.50 to 18.50
Camphor, Baroos, clean per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$113 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 30.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.00 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.30 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.0 to 2.9.0
Dates, Red, per picul	Tls. 2.2.5 to 2.3.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$30.00 to 31.50
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$34.00 to 41.00
Melon Seeds, 1st quality, per picul	$4.00 to 5.30
Melon Seeds, 2nd quality, per picul	$4.60 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35

Pea Oil, per picul	Tls. 6.2.0 to 6.5.0
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.84 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.83
Pearl Barley, per picul	$6.50 to 7.80
Potatoe Flour, per piculs	Tls. 1.6.0 to 1.0.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.93 to 1.96
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.82 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sessamum, White, per picul	$3.85 to 3.95
Sessamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.15 to 4.25
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Banjar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.30 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$9.00 to 9.06
Sugar Candy, Foochow, per picul	$9.65 to 9.79
Sugar Candy, Swatow, White, per picul.	$6.75 to 7.80
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.13
Wood Oil, per picul	Tls. 6.3.0 to 6.8.5
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Afghan	Aug. 29	Stewart	Brit. str	1539	Bun Hin & Co	
Albay	Aug. 30	Goddard	Brit. str	366	Douglas, Lapraik & Co	Taiwanfoo
Amoy	Aug. 17	C. Herrmann	Brit. str	814	Siemssen & Co	
Arratoon Apcar	Aug. 30	Mactavish	Brit. str	1392	D. Sassoon, Sons & Co	Calcutta
Canton	Aug. 83	J. C. Jaques	Brit. str	1095	Tung Kee & Co	
Churruca	July 23	Hermanbea	Span. str	407	Remedios & Co	Manila
Coptic	Aug. 19	W. H. Kidley	Brit. str	4366	O. & O. S. S. Co	S. Francisco
Crusader	Aug. 3	Rowle	Brit. str	647	Arnhold, Karberg & Co	
Electra	Aug. 30	E. Kalor	Ger. str	1162	Siemssen & Co	
Emuy	June 30	Rementaria	Span. str	222	Remedios & Co	
Europa	Aug. 30	Schade	Brit. str	1003	Melchers & Co	
Fame	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Glenelg	Aug. 16	Speechly	Brit. str	894	Gilman & Co	
Glengle	Aug. 31	T. Hogg	Brit. str	2009	Jardine, Matheson & Co	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. T. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Kashgar	Aug. 28	Webber	Brit. str	1515	P. & O. S. N. Co	Yokohama
Killarney	Aug. 27	H. O'Neill	Brit. str	1066	Gibb, Livingston & Co	
Kinkiang	—	Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Kiungchow	—	S. W. Goggin	Brit. str	283	H. C. & M. Steamboat Co	Canton
Kong Beng	Aug. 28	Bryce	Brit. str	862	Yuen Fat Hong	Bangkok
Lee Yuen	June 19	Chun	Ann. str	150	Chinese	
Lido	Aug. 28	Lewis	Brit. str	620	Tung Kee & Co	
Moray	Aug. 31	Duncan	Brit. str	1427	Jardine, Matheson & Co	
Namoa	Aug. 29	G. Westoby	Brit. str	862	Douglas Lapraik & Co	Coast Ports
P. C. Chom Klao	Aug. 22	Lightwood	Brit. str	1011	Chinese	
Powan	—	—	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Rori Maru	April 21	Rose	Brit. str	89	Order	
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
Suez	July 20	G. Ansley	Brit. str	1390	Russell & Co	Melbourne
Taiwan	July 30	H. Vooteen	Ger. str	47	Captain	
Teucer	Aug. 31	Powers	Brit. str	1324	Butterfield & Swire	London
Thales	Aug. 26	T. G. Pocock	Brit. str	820	Douglas, Lapraik & Co	Sandakan
White Cloud	—	A. Banning	Brit. str	652	H. C. & M. Steamboat Co	Macao

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albyn's Isle	Aug. 15	C. Burgess	Brit. bk	380	Chinese	
Anna	Aug. 20	Jessen	Ger. bk	447	Wieler & Co	
Anton Gunther	Aug. 6	Steinbrugge	Ger. bk	441	Melchers & Co	
Aurora	Aug. 7	Milne	Brit. bk	294	Chinese	
Bonito	Aug. 28	H. Haase	Ger. bk	527	Wieler & Co	
Carl Ritter	Aug. 6	C. Mahe	Ger. bk	595	Siemssen & Co	
Chandernagor	June 19	G. Sethge	Ger. bk	683	Chinese	
Chacorna	June 30	J. A. Locke	Amr. sh	1163	Captain	
Else	Aug. 26	Brinckmier	Ger. bg	287	Captain	
Erl Konig	Aug. 20	Nausch	Ger. bk	456	Siemssen & Co	
Formosa	Aug. 8	Quaylo	Brit. sch	381	Siemssen & Co	
Fortune	Aug. 26	Soderstrom	Siam. bk	447	Chinese	
Goodell	July 18	Hogan	Amr. bk	843	Russell & Co	
Grandee	July 15	Jacobs	Amr. sh	1254	Order	
Greyhound	Aug. 9	Prescott	Brit. bg	231	Gilman & Co	
Guam	June 10	Mares	Brit. sch	290	Borneo Co., Limited	
Hansa	Aug. 21	Denoken	Ger. bk	499	Wieler & Co	
H. Bremer	July 24	Whanes	Ger. sch	343	Captain	
Helena	Aug. 11	Berggren	Swd. sch	199	Turner & Co	
Hong Seng	Aug. 24	Reynolds	Siam. bk	316	Chinese	
Jacobine	Aug. 20	Christiansen	Ger. bk	468	Ed. Schellhass & Co	
Killeena	Aug. 11	H. Wallace	Brit. bk	795	Meyer & Co	
Loong Wha	July 28	G. Graham	Brit. sch	374	Eduard Schellhass & Co	
Louisa	Jan. 2	Schierlach	Ger. sch	245	Captain	
Magic	Aug. 20	White	Brit. sch	214	Order	
Marie	Aug. 20	Ipland	Ger. bk	468	Wieler & Co	
Maria	Aug. 27	T'aschiefsky	Ger. bk	430	Captain	
Mathilde	Aug. 21	Tonningsen	Ger. bk	455	Ed. Schellhass & Co	
Myvanoy	Aug. 23	Jas. Vincent	Brit. bkn	162	Turner & Co	
Occident	July 13	C. Reuter	Ger. bk	254	Wieler & Co	
P. S. Rurimann	April 21	Ross	Brit. sch	89	Order	
Ramier	June 28	Savary	Fr. bg	230	Carlowitz & Co	
Robert Dixon	Aug. 23	O. C. Young	Amr. sh	1368	Messageries Maritimes	
S. B. Allen	Aug. 28	Eldridge	Amr. bk	567	Russell & Co	
Siamese Crown	Aug. 21	Jorgensen	Siam. sh	537	Chinese	
Silver Eagle	Aug. 31	Richards	Brit. bk	908	Wieler & Co	
Sountag	Aug. 9	Walds	Amr. bk	1004	Adamson, Bell & Co	
Southern Cross	Aug. 18	Bailey	Amr. sh	1036	Russell & Co.	New York
Spartan	July 26	Vincent	Am. sch	85	W. H. Ray	
Starlight	Aug. 26	Moller	Siam. bk	570	Captain	
St. Ideno	Aug. 29	Durand	Fren. bk	388	Carlowitz & Co	
Twilight	June 8	Warland	Amr. sh	1263	Adamson, Bell & Co	
Velocity	Aug. 27	R. Mertin	Brit. bk	490	Pustau & Co	
Wrecker	July 16	Holmes	Am. lorch	55	Blackhead & Co	
Zouave	Aug. 3	R. C. Soper	Amr. sh	1202	P. & O. S. N. Co	

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	Canton
Yet-sai	—	Lefavour	Brit. str	115	H. C. & M. Steamboat Co	Canton

WHAMPOA.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Citadel	Aug. 28	Morrison	Brit. sch	246	Chinese	
Saturnus	Aug. 19	Schade	Ger. bk	608	Siemssen & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Lee-yuen	Aug. 31	Barbot	Chi. str	734	C. M. S. N. Co	
Posang	Aug. 29	Irvine	Brit. str	967	Jardine, Matheson & Co	
Yottung	—	—	Brit. str	286	Chinese	
Yung-ching	Aug. 29	Andrew	Chi. str	766	C. M. S. N. Co	
Alta	May 11	E. de Souza	Port. bk	632	Chinese	
Carl	May 24	Hansen	Siam. bk	535	Captain	

AMOY.

IN PORT ON 27TH AUGUST, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Almatia	Aug. 20	Lapham	Am. sch	387	Boyd & Co	
Amoy	Aug. 15	Thetsen	Ger. sch	314	H. A. Petersen & Co	
Anna Dorothea	Aug. 15	J. Jensen	Ger. bk	343	Pasedag & Co	
Confucius	Aug. 5	C. Simpson	Siam. sch	258	Captain	
Daniel	Aug. 15	Vogt	Ger. bk	416	Pasedag & Co	
Ernst	Aug. 15	Hildebrand	Ger. sch	356	Pasedag & Co	
Francisca	Aug. 19	Gontard	Ger. bk	365	Russell & Co	
Frohlich	Aug. 15	Moller	Ger. bg	360	Pasedag & Co	
G. H. Wappaus	Aug. 15	Schroder	Brit. bk	533	Pasedag & Co	
Helene	May 1	—	Ger. bk	250	Boyd & Co	Laid up
Hieronymus	Aug. 19	Ipland	Ger. bk	425	H. A. Petersen & Co	
Lee Yih	Aug. 15	Cathane	Brit. bk	219	Captain	
M. D'tschman	Aug. 23	Spierling	Ger. sch	164	H. A. Petersen & Co	
Oscar Mooyer	Aug. 15	Johannsen	Ger. bk	360	H. A. Petersen & Co	
Perle	Aug. 15	J. Kruse	Brit. bk	400	Pasedag & Co	
Peter	Aug. 24	Moller	Ger. sch	397	H. A. Petersen & Co	
Wagrien	Aug. 25	Dibbern	Ger. sch	179	H. A. Petersen & Co	

FOOCHOW.

IN PORT ON 23RD AUGUST, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Doretta	Aug. 10	Martin	Siam. bg	300	Russell & Co	
Emily	Aug. 13	Sacks	Brit. bg	296	Chinese	
Hedvig	Aug. 13	Norquay	Brit. bk	375	Chinese	

SHANGHAI.

IN PORT ON 25TH AUGUST, 1883.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Argos	Aug. 4	Mitchell	Brit. bg	289	Nils Moller	
Brunette	Aug. 10	Thurnbull	Brit. bk	374	Morris & Co	
Centaur	Aug. 8	Offersen	Ger. bk	456	Master	
Chibaya Maru	Aug. 5	Yamamoto	Jap. bk	441	M. B. Kwaishia	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
C'rou Wattana	Aug. 10	Ulrich	Siam. bk	565	Butterfield & Swire	
Diamond	Aug. 9	Inokay	Brit. bk	391	Morris & Co	
Dorothy	Aug. 14	Croad	Brit. bk	310	Drysdale, Ringer & Co	
Foochow	July 21	Peterson	Siam. bg	300	Master	
Gesine Brons	Aug. 11	Trunbuck	Ger. bk	401	Siemssen & Co	
Helena	Aug. 24	Hansen	Brit. bk	585	Nils Moller	
Kelga	Oct. 25	Lome Bang	Ger. bk	540	Russell & Co	
Leander	Aug. 2	Hamilton	Brit. sh	848	J. W. Muller & Co	
Lucky	Aug. 22	Sequeira	Siam. bk	424	Master	
Obed Baxter	June 25	Baxter	Amr. bk	877	Turnbull, Howie & Co	
Paul Jones	July 20	Gerish	Amr. sh	1205	C. & J. Trading Co	
Queen of India	June 22	Inokey	Brit. bk	389	W. Hewett & Co	
Satsuma	Aug. 13	Lord	Brit. bk	364	Morris & Co	
Siam	Aug. 10	Thomsen	Siam. bk	294	Butterfield & Swire	
Soldier	July 20	Schroder	Brit. bk	241	Nils Moller	

NAGASAKI.

IN PORT ON 18TH AUGUST, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Evangeline	Aug. 9	Bell	Brit. sch	—	Holme, Ringer & Co	
H. W. Dudley	Aug. 12	Dudley	Amr. bk	—	Master	
John Potts	Aug. 14	Cargill	Brit. bk	373	Master	
Louise	June 24	Lawrence	Am. sch	280	Holme, Ringer & Co	
Stout	Aug. 9	Hennestor	Nor. bk	581	Holme, Ringer & Co	Yokohama
Wild Wood	July 20	Sawyer	Amr. bk	1006	C. & J. Trading Co	Hongkong

YOKOHAMA.

IN PORT ON 17TH AUGUST, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Alma	Nov. 18	Tibbey	Am. sch	52	J. D. Carroll & Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
E. v. Beaulieu	Nov. 20	Oetting	Ger. bk	336	Grosser & Co	
F. Abbey	Aug. 2	Marcy	Amr. bk	1048	R. Isaacs	
F. V. Troop	Aug. 12	Farnsworth	Brit. sh	1291	Cornes & Co	
Hinioo	July 26	Mathiesen	Ger. bk	541	M. B. S. S. Co	
J. E. Graham	Aug. 11	Cochran	Brit. bk	1304	Messageries Maritimes	
Louise	Aug. 11	Lemoine	Fren. bk	300	P. M. S. S. Co	
M. Wenkleman	Aug. 10	Alberg	Amr. bk	505	M., Hermann & Co	
Minerva	Aug. 11	Duhme	Ger. bk	319	Jardine, Matheson & Co	
Normandy	Aug. 15	E. F. Tukey	Amr. sh	1156	Master	
Pearl	May 28	Howes	Amr. bk	536	Jardine, Matheson & Co	
St. David	July 5	Frost	Amr. sh	1535	J. D. Carroll & Co	
Stillwater	July 30	Goudey	Brit. bk	1090	Smith, Baker & Co	

MANILA.

IN PORT ON 26TH JULY, 1883.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Alex. Duthie	June 9		Brit. sh	1159	Smith, Bell & Co	
A. & W. C.	July 18		Dut. sh	1436	Ker & Co	New York
Batavia	July 2		Amr. bk	661	Findlay, Richard & Co	Boston
Continental	June 29		Amr. sh	1712	W. F. Stevenson & Co	New York
Elise	July 13		Ger. sh	1348	Macleod & Co	
Filadolfia	July 1		Aust. bk	830	Macleod & Co	
F. Skalfield	July 12		Amr. bk	1063	Smith, Bell & Co	New York
H. G. Johnson	July 22		Amr. bk	1080	Ker & Co	
H. Pitzenberg	July 3		Ger. bk	553	Martin, Dyce & Co	London
Ida	July 20		Brit. bk	656	Holliday, Wise & Co	
J. B. Ridgway	July 13		Amr. sh	1803	W. F. Stevenson & Co	New York
John Nicholson	July 13		Brit. bk	685	W. F. Stevenson & Co	Liverpool
M. Magdalena	June 13		Ger. bk	583	Ker & Co	Channel
Importer	June 29		Amr. sh	1270	Smith, Bell & Co	New York
M. Brockelman	July 7		Ger. bk	512	Baer, Senior & Co	Channel
Molley	July 10		Am. sch	591	Smith, Bell & Co	New York
Pepita	July 12		Span. bk	512	J. Reyes & Co	

CEBU.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Morning Star	July 10		Brit. sch	280	—	Australia
Sacramento	June 12		Amr. sh	1418	Macleod & Co	United States
Xenia	July 21		Amr. bk	1174	Smith, Bell & Co	New York

ILOILO.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
Amy Turner	June 13		Amr. bk	991	Austen & Co	New York
Ben. F. Hunt	June 20		Amr. bk	1191	Austen & Co	New York
Cambay	June 4		Brit. sh	1009	Ker & Co	Liverpool
O'brian Queen	May 25		Brit. sh	1300	Austen & Co	S. Francisco
Centennial	July 18		Amr. sh	1286	Luchsinger & Co	New York
Earl Granville	June 1		Brit. sh	1193	Ker & Co	Boston
F. N. Thayer	July 4		Amr. sh	1648	Smith, Bell & Co	New York
Francis B. Fay	July 8		Amr. bk	889	Ker & Co	N.Y. or B'ton
Henrietta	July 4		Amr. sh	1267	Martin, Dyce & Co	N.Y. or B'ton
Pilgrim	June 25		Amr. bk	957	Smith, Bell & Co	Boston
Ringleader	June 26		Amr. bk	1183	Martin, Dyce & Co	United States

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	840	Com. Hicks	Chefoo
Audacious	double-screw iron frigate	14	4930	Captain R. E. Tracey	Chefoo
Champion	corvette	14	2040	Capt. R. G. S. Pasley	Singapore
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Chefoo
Cockchafer	gunboat	4	470	Commander H. W. Hill	Hongkong
Curacoa	corvette	14	2540	Captain Austruther	Chefoo
Daring	composite sloop	4	920	Com. F. J. J. Eliott	Chefoo
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Commander Gamble	Hongkong
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Korea
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Shanghai
Kestrel	double-screw gun-vessel	4	850	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Chefoo
Magpie	surveying vessel	3	600	Com. Hon. F. Vereker	North Borneo
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Pegasus	sloop	6	970	Com. Bickford	Chefoo
Sapphire	corvette	12	2350	Capt. J. R. T. Fullerton	Shanghai
Swift	double-screw gun-vessel	5	1010	Commander Collins	Hongkong
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Coming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Chefoo
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Yokohama

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	300	Captain Schans	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	—
Aragon	Spanish frigate	—	—	Captain J. R. Hiquero	Manila
Cher	French gunboat	—	—	Commander Lafon	Hongkong
D. of Edinburgh	Russian ironclad	18	900	Captain Giers	Shanghai
Ermak	Russian transport	—	80	Captain Koltchau	Vladivostock
Essex	American gun-vessel	6	1200	Capt. McCormack	Yokohama
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	8	100	Commander Klausa	Shanghai
Kersaint	French corvette	—	375	Commander Beaumont	Shanghai
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Hongkong
Leipzig	German corvette	16	4800	Captain Herbig	Shanghai
Lutin	French gunboat	4	100	Captain Rouvier	Hongkong
M'ques del Duero	Spanish gunboat	—	—	Capt. Domingo Carataca	Manila
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Hiogo
Morge	Russian gunboat	7	80	Commander Tatarinoff	Shanghai
Nerpa	Russian gunboat	7	80	Commander Valrond	Vladivostock
Palos	American gunboat	6	200	Lieut.-Commander Green	Hongkong
Plastoun	Russian corvette	8	—	Captain Poliansky	Saigon
Richmond	American frigate	14	800	Captain Skerrett	Yokohama
Skobeleff	Russian corvette	—	—	—	Japan
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Petersburg	Russian transport	6	—	Captain Sidenener	Vladivostock
Stosch	German corvette	19	700	Captain von Buchholtz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. de Costa Cabral	Macao
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Triomphante	French corvette	14	—	Captain Baux	Hongkong
Velasco	Spanish cruiser	—	—	Capt. T. M. Warleta	Manila
Vestnik	Russian cruiser	—	—	Captain Avelan	Vladivostock
Villars	French cruiser	15	600	Captain Dewatre	Hongkong
Volta	French corvette	—	—	Captain Fournier	Haiphong
Wolf	German gunboat	4	340	Commander von Raven	Hongkong

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75		Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	
Chien-jui	Revenue cruiser	3	80	17	—	Hongkong
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-choung-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Pang-chao-hai	Revenue cruiser	4	582	125	Chow Shoi	Hongkong
Quang-on	Viceroy's gunboat	4	120	40	Lie-ying-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Lin	Hongkong
Tshing-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tshing-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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